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[BY SIR WILLIAM WILKINSON.]

**DOUBLING AND REDOUBLING.****WHEN NOT TO DOUBLE.**

53.—Do not double (1) a ONE contract (unless you have agreed to play the American conventions (see ss. 25, 28, 70).)

Anthony, p. 103, 'never double No-trumps or an attacking suit declaration (e.g., a major suit) of a one-trick order.' He would, however, (p. 39) as Second Player double a one call in a minor suit, if he has two or three stoppers; this 'merely means that the second player can take care of suit—it is a general intimation to his partner to go No-trumps or to launch off into a more valuable suit declaration' (p. 100). So Butler, p. 28, 'it is far better for second player to double first player's one Club and so inform his partner that he holds the clubs than for him to make a call of one diamond... It is not a genuine double, but information to your partner and a strong invitation for him to No-trumps' (p. 45). Bascule, p. 43, 'if dealer has made a declaration out of which he would probably be taken by his partner, such as "one Club" or "one Diamond," and you feel confident that your Clubs or Diamonds, as the case may be, are better than his, your best course is to double him; but not in a major suit.'

Foster, p. 206, 'no modern player now uses a one-trick double with any idea of defeating the contract.' He advocates the 'modern Conventional Doubles,' which he explains and illustrates (pp. 204-221). Bergholt, p. 138, 'a call of One No-trump, like a call of One in a suit, is never likely to be doubled; p. 106, 'it is generally accepted maxim that it is never worth while doubling a bid of One.' He says elsewhere (p. 100) that players do not nowadays double 'to show one or more tricks in the adverse suit and invite a No-trumper; he trusts that "highly undesirable American conventions will never be adopted in England.'

Manning was of the same opinion. Speaking of this 'totally immoral convention' he said 'to double a Spade when you have not got anything in the suit, as a signal to your partner to go No-trumps when he has not got a No-trumper, is subversive of the true principles of the game and seriously near the line of "sharp" calling.' But in his later book (2 Manning p. 106) he observes that the informative double by Second, 'of a bid of One is often very useful, and although old fashioned players object to it, it is coming into vogue.' Yet his last pronouncement is against it (Daily Mail 7.1.22) 'What is called "the informative double" is coming into vogue in some quarters: I do not favour it.'

(And see s. 64) 'don't double bids of one; and in Chap. vii.—and also in her latest book, vehemently denounces "informative doubles." She has "found the consensus of intelligent and expert opinion heavily against them" (p. 127). If they are played, her advice is "as partner, never pass an informative double; as adversary, never bid against it." (But see a 10 for Foster's play.)

Hingley, p. 42, approves the American conventional double of a 'one' suit-bid, even in a major suit; it is 'necessary, and a very good double indeed... Doubles of One No-trump are extremely rare, if not absolutely unknown.' Gillies, p. 112, believes it is 'thoroughly sound' to double a suit-bid of one, even in a major suit, 'to let your partner know you can hold it.' He explains the American conventions, which he thinks (p. 113) 'on an average would work advantageously.' Owen, p. 34, would, as Second, double a One No-trump, only if he had seven certain tricks.

Work, p. 244, 'with five tricks divided between three suits, the informative double of one No-trump is now conventional.'

54.—(2) If an unsuccessful double would put the opponents out.

Pachabo, p. 49, 'don't double a contract which, if successful, produces game.' So Bascule, p. 72. Butler, p. 47, 'when adversaries contract would not give them game, you should on no account double unless you have the certain knowledge that they cannot make their contract and that there is no other suit into which they can switch.'

Anthony, p. 106, 'a double should never be the means of presenting the enemy with the game.' Dalton, p. 77, 'when the double is not free there is always the risk of giving away a game which might otherwise have saved.' Irwin, p. 83, 'be very wary of doubling any bid which would not give your adversary a game, undoubted, but which would give him a game, if doubled.'

Gillies, p. 108, 'I quite agree with the saying "a player who never doubles his opponent out doesn't double often enough"... but "in non-free double unless the odds are, as far as you can judge, five or six to one in your favour, don't double.'

Hingley, p. 44, 'volunteer' doubles (when the opponents will make their game if their double contract is made) are dangerous and often rash... but their danger must not deter a player from making them on a very strong hand. He should have four of the opponents' suit with an Ace, King, Queen, or Knave at least, and other very good cards.'

55.—(3) Unless you are certain that the declarant cannot change to another suit, or that you can double him if he does.

Bergholt, p. 108, 'never double anything unless you are prepared to double everything.' So Irwin, p. 82, who also says, 'don't double the only suit you can defeat.'

Dalton, p. 83, 'always unwise to double a "declaration" which you feel certain can be defeated, if there is any danger of the opponents branching to another declaration which you are not prepared to double or to overcall.' Butler, p. 45, 'make it a rule only to double on what appears a practical certainty; and when you are prepared to double any suit into which the adversaries may switch.'

Pachabo, p. 48, quotes Bergholt (as above) and says, 'do not double even on a certainty, when there is a probable loophole of escape into another call less favourable to you.'

Gillies, p. 111, 'I wish I could rely on my opponents observing this rule; I should always over-call my hand one trick and often two... At the same time there is more than a grain of truth in the saying.'

56.—(4) If the declarant sits on your left.

Irwin, p. 83, it takes a stronger hand to double when sitting on the bidder's right than when sitting on his left... It would be a very exceptional hand (played against

a very high bid) on which I should advise a double on the bidder's right.' Pachabo, p. 48, 'of course it is safer to double a player who sits on your right than one sitting over you on your left.' So Emmet, p. 49.

57.—(5) Unless you can hold the suit, and have strength outside.

Gillies, p. 110, 'to double a suit-call on outside cards is one of the most risky things you can do.'

Irwin, p. 88, 'it is not necessary to hold many trumps, in order to double; p. 81, 'you must never double on one suit alone; you must never double on trumps alone; you double on a general hand.' Anthony p. 107, 'the player can occasionally double with only one or two little trumps in his hand.' (So Irwin, p. 88). Pachabo, p. 40, 'the best kind of hand for doubling on is a No-trumper, hands of one or two long suits, even when backed up by good trumps, are often most disappointing.' 2 Manning, p. 101, 'Don't double on trumps alone. You must have some outside tricks.'

58.—(6) Merely because it is a "free double."

Bergholt, p. 108, 'the double of a declaration on which, if it succeeds, the enemy will go game, is called a "free" double. It may be indulged in more light-heartedly than the double which actually helps the hostile forces to go game... but in the majority of cases it is not true to say "the double made no difference as they would have gone out anyhow!"'

Irwin, p. 84, it is better to be too conservative about your double than not to be so. Foster, p. 204, 'the free double is simply a gamble. It is a bad double unless reasonably certain, as the odds are against it.' Work, p. 134, 'the odds are against even a free double and it should not be made unless the indications clearly favour its success.'

Pachabo, p. 40, 'greater liberties can be taken on a "free" double.' Dalton, p. 77, 'when you make a free double you are only risking the loss of a few extra points; but (p. 83) "never double anything short of a certainty, unless it is a free double, and even then, if you have any doubt about the wisdom of so doing, Don't!"'

59.—To double a two bid is rarely advisable (except under the conditions of s. 58); to double a FOUR, or even a FIVE, bid is often hazardous.

Emmet, p. 49, 'never double a bid of one, and seldom a bid of two.'

Dalton, p. 78, 'it is a great mistake to double a high contract merely because it is a high contract.' Pachabo, p. 50, 'the temptation is always greater to double four rather than two or three; but it must be borne in mind that if the declaration has been advanced by both adversaries making bids in the suit, it is highly probable that the hands will combine well, and that they can get their contract.' Bascule, p. 78, 'doubles of two-trick contracts I am not so very fond of.' Irwin, p. 92, 'it is absurd to say "always double every high bid on principle".' Manning, p. 92, 'don't double three of a contract just because you have four Aces.'

Work, p. 135, 'a doubtful double should never be made when the partner may have a game hand' (e.g., Dealer bids three Spades; Second Player, four Hearts; doubtful double by Third may deter Dealer from a successful advance to four Spades). 'But (to sum up ss. 53-56) while "the wild doubler is a most dangerous partner, a player cannot afford to have the reputation of never doubling as that permits his adversaries" to take undue liberties in bidding.' And so Manning p. 100.

60.—To double any call, you should have in your hand the "book," at least. (E.g., to double THREE, you should hold four sure tricks; to double FOUR, three sure tricks.)

Pachabo, p. 49, 'a good rough rule is to have four tricks in your hand when you double three of a suit, or three tricks in your hand when you double three of a suit or three tricks when you double four.' Irwin, pp. 88, 100, requires that 'you and your partner together shall hold one more trick than your book.' Butler, p. 47, 'you should double when your hand contains three certain tricks and when they have called as high as four tricks of a suit and this contract takes them out.' Dalton, p. 79, 'the way to estimate the value of a doubling hand is to count up the tricks you are certain to win; so Irwin, pp. 81, 92, and "you ought to have three certain tricks in your own hand to justify a double of a four-trick bid." Manning, Daily Mail 7.1.22, 'the player who makes a non-free double ought to be responsible in his own hand for "downing" the contract' (e.g., to double three, he should see his way to making five tricks himself.)

(To be Continued.)

**IF LABOUR RULES.**

'The Labour Party when it came to power, would not want to do everything at once. Every step towards their goal was dependent on gaining the support of at least a numerical majority of the people as a whole.'—Mr. Sidney Webb.]

'Is a comforting reflection

That when Labour comes to Power

All our old-established customs

Won't be shattered in an hour.

On their journey to destruction

Every step towards the goal

Will be taken with the blessing

Of the people as a whole.

They will rob us—oh, so slowly!

(Such is Labour's latest boast)

That we'll scarcely know we're losing.

All the things we cherished most.

For a man who's being bludgeoned

And is down upon his knees

Hardly notices he's dying

If you kill him by degrees.

—W. H. B.

**TRINCOMALEE TO BE NAVAL BASE.**

The Naval Store Base now established at Bombay is shortly to be moved to Trincomalee. This move marks a big development in the Ceylon port, as it means, in effect, the reopening of the dockyard at Trincomalee, which will, presumably, be used as a supply depot by the vessels of the Imperial Navy, instead of Bombay, as at present. Old tanks for the supply of liquid fuel are being constructed, and it is understood that there is to be a special station on the new railway to serve the store base. In the old days, says the Times of Ceylon, a military force was stationed at Trincomalee, and there is every likelihood that the Barracks, which have been empty for many years, will shortly be occupied again.

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4355—Who's Sorry Now? ... ..	do.
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4357—Menpecked Blues ... ..	do.
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4359—Oh! Harold ... ..	do.
4360—Yes! We have no Bananas ... ..	do.
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**SCOTTISH LETTER.**

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, July 3rd.

**THE NEXT GENERAL ELECTION.**

The Labour party—it matters not whether it belongs to the Ramsay MacDonald or Clydeside sections—prophesy that the General Election will not come before 1928. When the present squabble between the Extremists and the Moderates pass away. It will be found the Ramsay MacDonald certainly does not want it much earlier than that, and probably his forecast reveals merely his own preference. Labourists, according to one of their most prominent Scottish representatives require at least two years to collect funds for their contemplated onslaught on the constituencies and to educate the people in Socialistic doctrines, and their hope is that the Government will oblige in this respect. The Liberals are not in a condition to challenge the Unionists in the country, and they, too, would prefer the Election to come later rather than sooner. The Government will not, however, consult the convenience of either of their opponents, although it is now being accepted as a fact that the Unionist Party can remain in power up to the full term if it so disposed. The Government majority in the Commons, although not large, is holding well together, and it has very little danger to apprehend from a sustained Labour Liberal Coalition, against it. In the absence of any abnormal political occurrence, there is no reason why the Government should not remain in office for another two or three years.

**A SCOTTISH NATIONAL LIBRARY.**

The Prime Minister has been able to make an announcement which will be received with keen pleasure by every member of the Scottish race. Mr. Alexander Grant, a well-known citizen of Edinburgh, of Messrs. McVitie and Price, biscuit manufacturers, has made an offer of £100,000 for the permanent endowment of a Scottish National Library. This great gift enables the Government to accept the offer made over a year ago by the Faculty of Advocates to transfer to the nation as a gift the main contents of their famous Library in Edinburgh. The Library had its origin and its first endowment in a resolution of the Faculty, in 1892, to apply certain areas of subscriptions by its members to the purchase of books. Two years later the carrying out of the scheme was committed to the Dean of Faculty, Sir George Mackenzie of Rosehaugh, who by his official share in the persecution of the Covenanters was known to many of his compatriots as "the bloody Mackenzie," but who has a more honourable claim to remembrance as the first Scot to write pure English prose. Sir George's labours had their fruition when in 1709 the Advocates' Library was placed on the small list of British Libraries which under the Copyright Act were entitled to receive a copy of every book entered at Stationers' Hall. To-day, with its 725,000 books and pamphlets, and its 3,000 valuable manuscripts, it ranks in Britain next to the British Museum and Bodleian Libraries. Hitherto the burden of administration has been borne entirely by the three or four hundred members of the Scottish Bar, who out of their own resources have spent upwards of a quarter of a million pounds on the Library. For long it has been felt that the task of upkeep had passed beyond the power of any private body. The consequent offer of the Library to the Nation in 1922 had to be declined by the Government which, on account of financial stringency, could not make an annual maintenance grant of more than £2,000. But Mr. Grant has sustained the intellectual credit of Scotland, and has made it possible for the Government to take over the collection as a Scottish National Library. Apart from its vast collection of printed books including the earliest specimens of Scottish typography, it contains many priceless manuscripts which represent the very soul and basis of national history; charters by the Scottish Kings and of religious houses from the twelfth century downward; MSS. of books like Winton's "Chronicle," Barbour's "Bruce," and Blind Harry's "Wallace," autograph letters by the leading personages in Scottish and French history; missals, psalters, and breviaries; the National Covenant of 1638; and literary anthologies like the Bannatyne MS., which is the chief source of our knowledge of early Scottish poetry. For many generations the Library has been the workshop not only of Scottish lawyers but of men of letters like Hume, Scott, Carlyle, and Stevenson, and of countless students of Scottish history and literature.

Mr. Alexander Grant was 39 years ago a working baker in a small town in the North of Scotland. The late Mr. Robert McVitie, when about to start the business of biscuit manufacturer in Edinburgh, spotted Mr. Grant as a very capable man, and offered him the post as first works' manager in the now famous firm. On the retirement of Mr. Price (who became one of Edinburgh's members of Parliament) Mr. Grant was assumed as a partner in the business, and when Mr. McVitie died Mr. Grant took over full control. And he showed his belief in the future of the company by buying all the acres that come on the market and has since amassed an immense fortune, part of which he is now giving to his country in the most generous and public-spirited manner.

**THE GENESIS OF "THE WRECKER."**

The latest volume, the 17th, of the "Vailima" edition of Stevenson is entirely occupied by "The Wrecker," which appears with a prefatory note by Mrs. Stevenson, who recalls the circumstances which suggested the story. The Stevensons were at Honolulu preparing for a South Sea voyage, which it was intended would carry them to China and eventually to England, when a number of castaways picked up on Midway Island were landed at the port. The story told by the captain of the wrecked vessel, the barque "Wandering Minstrel," was that "he had fitted out his vessel in Hongkong for the purpose of catching sharks. He meant, he said, to make spurious cod-liver oil from the livers of the sharks, and sell the dried fins to the Chinese. There were many discrepancies and evasions in his tale that I have forgotten; but it was plain that fishing for sharks was not the sole object of the "Wandering Minstrel." The captain of the rescuing vessel first ascertained exactly what amount of money had been saved from the wreck; it was just this sum, several thousand dollars—comprising all the sailors' wages as well as the entire means of the captain—that he demanded as his price for carrying the miserable creatures to the nearest civilised port, where they were

dumped, penniless, on the wharf. My husband tried in vain to solve the mystery of the "Wandering Minstrel," and it was more or less in his mind when we started on our new cruise."

**THE BAGPIPES IN THE HOUSE.**

Englishmen are always ready to have a dig at the Scot and his customs. The large electorates in the outer lobby in the House of Commons came down with a bump two days ago, in the members' inner lobby and many had a narrow escape. It was just after the adjournment. Mr. Scrymgeour brought in a friend dressed in Highland costume, and introduced him to Lady Astor. The stranger carried bagpipes, and Lady Astor coaxed and wheedled him to let her hear his music. Sir Harry Britain seconded her efforts, and the bagpipers were about to be blown, when somebody changed to remember that there are very strict rules about behaviour in the members' lobby. It was a merciful escape for the other members still lingering in the lobby.

**MARRIAGES.**

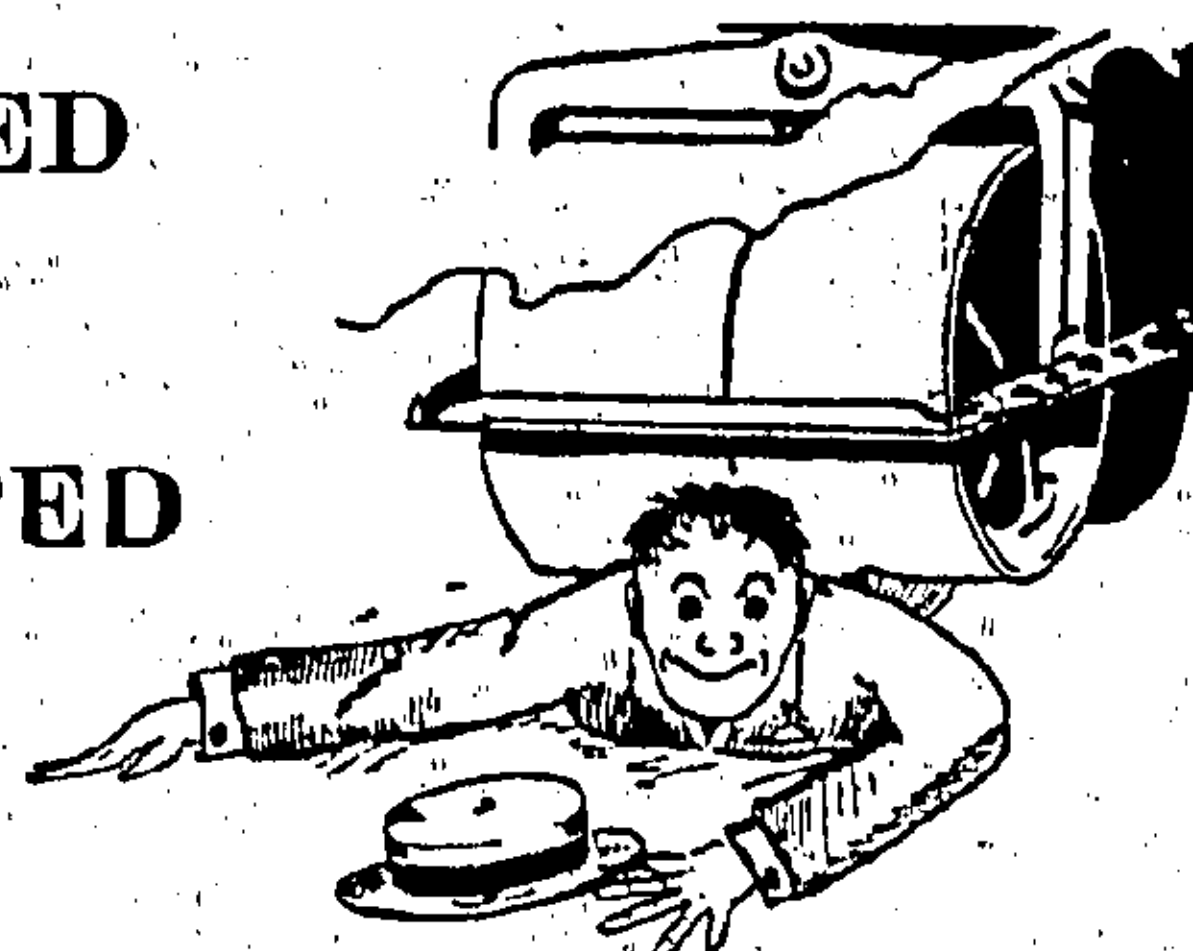
At the Tontine Hotel, Greenock, on the 28th June, Roy Henderson Phillips, Hongkong, son of the late Wm. Phillips and Mrs. Phillips; 67, Union Union Street, Greenock, to Winifred, daughter of Mr. and Mrs. Wm. Gow, 1, Octavia Terrace, Greenock.

**TALES THAT ARE TOLD.**

Mention was recently made of the Chinese popularity of Charlie Chaplin. A man who is on holiday from Singapore tells me, writes the "Singapore Bulletin," that the Chinese there like Charlie Chaplin best on the films, and when they buy gramophone records they show a partiality for Harry Lauder. Even when they cannot follow the dialect they grow enthusiastic about the music, while the laugh always makes them chuckle.

Unless the present wastage of child life ceases and the decline in the birth-rate is checked, France's population in 1925 will be decreasing at the rate of 250,000 per annum, says M. Godart, a former Minister.

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### SCOTTISH SPORT.

#### GLENEAGLES GOLF TOURNAMENT.

(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, June 27th.

Since the inauguration four years ago, the professional golf tournament at Gleneagles, promoted by *The Glasgow Herald*, has established for itself a distinctive place in the world of golf. This year's tournament was marked by the outstanding features of its predecessors. These have been the international character of the event; the high standard of the play; the personality of the winners; the interest of the public in the event. The tournament has confirmed what was established at Troon, that the British professional has for the time being come into its own again, and that it is now represented by a player who has all the attributes of a champion.

Arthur H. Havers, the 25 year old Open Champion, and the winner of the tournament is in direct succession to the great masters of the game. No higher compliment can be paid to the golfing skill of young Havers than to compare him with Harry Vardon in the heyday of his fame, when, in the characteristic phrase of Andrew Kirkcaldy, which has gone down to history, his play "would break the heart of an iron horse." Although Havers has yet to travel some considerable distance to get within measure of Vardon's achievement or that of Braid or Taylor, he gives promise of great things.

The emergence of the younger men of the profession is now taking place, although the statement has to be qualified to the extent that it is one of the veterans, Rowland Jones, who has now to his credit the new record of 87 for Gleneagles—a magnificent achievement. It was, of course, a little galling to our national pride to see two young Englishmen battling for the chief prizes in the homeland of the game, but they won their way to that position after the most searching test. Frank Hall, the defeated finalist, worthily upheld throughout the tournament the golfing traditions of his family. At Troon we best of the very serious American attempt to achieve a triple victory, and although the numerical strength of the Americans was not so great at Gleneagles, professional golf in the States was represented by one of its most skillful and popular exponents J. M. Barney, an ex-champion. His play, along with that of J. H. Kirkwood, the Australian, another popular personality, was a feature, and that one should fall to a Scot now South of the Tweed and the other to an Englishman was testimony to the quality for our home products. Ex-champions in Braid and Havers went out in the same round, but though the old George Duncan was there the flesh would not respond. Ireland has been so much engrossed of late in other affairs that it was a revelation to find a golfing son of Erin in H. McNeill competing himself so gallantly.

Cricket.

Though Scotland failed to defeat Ireland in the annual international match, at Dublin, her representatives carried off practically all the honours of a drawn game, John Kerr's mastery in the 178 not out dwarfed every other individual performance in the match.

In the Scottish Counties Championship Fifeshire at the hands of Forfarshire experienced their first reverse of the season, and as the result Perthshire are now the only undefeated club in the competition. The game was one of the few in which the bowlers were really masters of the situation. By defeating Glenelg, Forfarshire may be said to have carried off the honour in the Western Union matches.

International Match.—

Scotland, 377 and 51 for 6; Ireland, 170 and 29.

Scottish Counties Championship.—

Forfarshire, 139; Fifeshire, 139.

Western Union Championship.—

Dumfriesshire, 101; Ayr, 37.

Clydesdale, 173; Dingwallton, 180.

West, 100; Police, 146 for 7.

Club Matches.—

Northumberland, 55 and 219; Grange, 214 and 54 for 3.

Edinburgh University, 148; Forfarshire, 143.

Carlton, 233 for 4; H.L.L., 121.

Lorette, 112; Grange, 187 for 2.

Greenock, 201; declared; Carlton, 123 for 3.

Perthshire, 208; declared; Grange, 191 for 7.

Heriot's, 115; Edinburgh Academicals, 145 for 8.

Grange, 313; Black Watch, 155.

Stewart's F.P., 231 closed; R.H.S., F.P., 103 for 8.

Glenalmond, 190; Edinburgh Academy, 135 for 8.

SCOTTISH AMATEUR ATHLETES.

No new records were set up at the Scottish Athletic Championships at Glasgow on Saturday, and in only two instances did a title change hands. In the hurdles L. J. Dunn, Watsonians, was beaten by A. F. Clark, an old Allan Glen boy, and R. Jamieson, Glasgow, was fortunate to secure the pole vault title through K. M. Smith being compelled to stand down from injury. There was, however, a lack of real competition at the gathering. E. H. Liddell, of Edinburgh University, had no difficulty in retaining the sprint titles, and his performance in the forthcoming triangular contests with England and Ireland are anticipated with interest. Good judges reckon him to be about the fastest man in Great Britain. Duncan McPhie, the West of Scotland Harrier, also retained his two titles, the half-mile and the mile, while the veteran T. R. Nicolson had four successes. As Nicolson was winning championships away back in 1902, it rather suggests that there is a dearth of good men in the field events.

### THE PLEASURE OF EFFORT.

Viscount Cowdray, on June 25th opened Clifton House and the new buildings he has presented to the Midhurst Grammar School in commemoration of the successful termination of the Great War and of the 50th anniversary of the school's foundation. Very often, he said, boys who had not to sweat or grind at their lessons did not get the character necessary in after life. In his opinion there was no pleasure in the world to be attained equal to that of striving to do as well as one could day by day. The struggle for existence and success was so hard now-a-days that those who did their work in a perfunctory manner had little chance of reaching their goal.

### THE FUTURE OF AUSTRALIA.

#### ATTITUDE TO JAPANESE PROBLEM.

#### COASTAL DEFENCES.

(FROM A MELBOURNE CORRESPONDENT.)

Sir Matthew Nathan, Governor of Queensland, who speaks with the experience gained as Governor of Hongkong, has made a striking commentary, which one must assume was prompted by or at least associated in by his advisers, the Labour Government of that State. Addressing the workers of the Great Government railway workshops at Ipswich, near Brisbane, he referred to the "real" danger of Japan's population ultimately spilling over into Australia, and therefore for the need of the immigration of whites. He explained that he did not mean by this that the Japanese were planning aggressive action against Australia, but a country could become over-full, and then would spill over. It was for the present generation to determine whether Australia should be filled by men of their own colour or in fullness of time by others of a darker breed.

Coming from the Imperial representative in Queensland, with the fact that his utterance must have been known before-hand by his Labour advisers, these remarks have attracted attention. Mr. Bruce is hardly less outspoken. He was addressing the newly-formed Consuls and Trade Commissioners' Association at a complimentary luncheon in Melbourne, and referred in general terms to the necessity of promoting trade throughout the world as a means to peace, and of the necessity of an alternative to emigration to the problem facing a country with a great and expanding population. The reference to Japan in this speech was unmistakable.

### ADMIRAL JELlicoe's REPORT.

Mr. Bruce, however, has no intention to rely upon trade to keep the Japanese at home, and he will go to the Imperial Defence Conference in London with a very clear conception of what will be Australia's part and chief interest. He has already received from the Imperial authorities a general outline of what will be suggested at the Conference, and so much of it as affects Australia may be broadly guessed by the hints and activities of Ministers, though Mr. Bruce has stated that the proposals cannot be disclosed until they have been thrashed out in detail at the Conference. The report of Admiral Jellicoe, made after the war, is probably the basis of the proposals. About 2,500,000 has been spent on the commencement of two naval bases, one on the south coast of Victoria and one near Fremantle in Western Australia. These were recommended by Admiral Henderson, but only as supplementary to the eastern and western fleets which Australia did not build. It seems certain that these embryo bases will be abandoned, or converted into depôts. The Government is selling its ship-building yards, and is likely to concentrate upon Cockatoo dockyard in Sydney, improving this and making it a real base. Admiral Jellicoe practically advised either this or a new base at Port Stephens, a few miles further north of Sydney. But the most important and new departure is the sudden determination to make the chief line of sea defence in the extreme north of Australia.

### THE NORTHERN TERRITORY.

A very short time ago we were being told that this Government would no longer try artificially to develop the Northern Territory, with its long unsettled coastline, within easier access of Japan than of Sydney. The lands were to be naturally developed by increasing the pastoral interest, and closer settlement was to follow later in the ordinary course. Suddenly it was announced that Admiral Sir William Clarkson, retired second member of the Australian Naval Board and an engineer of some ability, had been despatched to the Gulf of Carpentaria to examine the mouth of the McArthur river, with a view to reporting upon its suitability for being made into a commercial port. The river rises in the present unsettled tablelands and flows into the Gulf about three hundred miles from the ocean. Immediately opposite the mouth of the river are the Sir Edward Pellew Islands, which occasional travellers have declared convert the entrance into an excellent harbour.

As a commercial port there is nothing to justify even the expenditure involved in examining it. According to a telegram from Darwin, the main port of the Territory, the Administrator, Mr. Urquhart, who had been visiting Melbourne, and Sir William Clarkson were given a popular welcome on their arrival, and in the course of their speeches they foreshadowed sudden and important developments in the Northern Territory. A glance at the map shows that a naval base at either Darwin or at the mouth of the McArthur would be the necessary complement to that at Singapore. It would be roughly half-way between the bases of Singapore and Sydney. The McArthur port might, if not made a base, be used as a quick supply station by linking it with the railways reaching the eastern coast of Queensland, and thus cutting off the long and exceedingly difficult passage up and round the Cape York Peninsula. However, no details have yet been considered.

### LABOUR'S CURIOUS ATTITUDE.

In view of the sounding of the alarm in Queensland by the State Governor it is not altogether easy to understand the Labour attitude, but briefly it seems to be that we must get more population, especially of the class of workers who are likely to strengthen the influence of the Labour party. The platform of the party is a curious document. It opposes compulsory training and demands that when men are trained they shall be allowed to keep their arms. It seeks to abolish "salutes and other useless discipline" and distinctions between commissioned and non-commissioned officers. At the same time that it expresses its abhorrence of war it believes that if the workers would agree amongst themselves not to fight there would be the end of all appeals to force of arms. Acting upon this belief Australian Labour (or rather the extremists) are calling a meeting of delegates of organised workers in the neighbourhood of the Pacific. What they really hope to accomplish is not very clear, but it is certain that the present Government does not propose to be diverted from preparing for the worst.

(Continued at foot of next column.)

### COTTON STANDARDS.

#### HAVRE ACCEPTANCE OF COMPROMISE.

The U.S. Department of Agriculture is much encouraged by the receipt from the Havre Cotton Exchange of an acceptance of the compromise in the universal cotton standard which was tentatively agreed upon here at the International Cotton Conference. The plan provides for the acceptance as a court of final arbitration in matters concerning Havre of the Havre authorities, as it does Liverpool arbitration on Liverpool controversies.

### COTTON STANDARDS.

#### AGREEMENT DELAYED.

(FROM "THE TIMES" CORRESPONDENT.)

WASHINGTON, June 15th.

The British Cotton Delegation has advised the American officials of the decision of the directors of the Liverpool Association to hold in abeyance the agreement framed here in regard to the universal cotton standards until the delegation returns to Liverpool and has the opportunity of discussing with the directors its provisions.

This decision comes as a surprise to the American officials, who believed that the concessions made ensured prompt acceptance of the agreement, but who are, probably, somewhat responsible for this new decision because the version given to the Press unduly indicated an American triumph.

Mr. Bickson, secretary of the Delegation, is remaining here to carry out any instructions which may be subsequently telegraphed.

### COTTON SHORT TIME.

The General Committee of the Federation of Master Cotton Spinners' Associations on June 26th considered various suggestions as to a further reduction of the period of the working of mills in the American section of the cotton trade. It had been urged by some spinning firms that the continued depression of trade and the existence of unsold stocks of yarn rendered it necessary to close down the mills for a considerable part, if not the whole of the months of July and August, but the Federation Committee decided to recommend their members to continue only the present 50 per cent. curtailment during these two months, but that in each town this curtailment should be irrespective of and in addition to the annual holiday holiday closing which falls within the period in most centres of yarn production in Lancashire, Cheshire and Yorkshire.

### EMPIRE COTTON GROWING CORPORATION.

A meeting of the Administrative Council of the Empire Cotton Growing Corporation was held recently at the offices of the Corporation in London. In the unavoidable absence of the president, Lord Derby, the chair was taken by Mr. R. H. Jackson, the chairman of the council. It was reported that the Cotton Industry Bill, which provides for the collection from all spinners of the levy to the funds of the Corporation of 6d. per bale on raw cotton, used in the United Kingdom, passed through its Committee stage in the House of Commons on May 16th, and that the Government had given an undertaking that facilities would be provided for the Report and Third Reading stages. It was understood that the Bill would come on next week. It was mentioned that an amendment had been put down, the intention of which was to omit the clause providing for a penalty for failure to render accounts for the amount due under the levy. The Council resolved unanimously that, in their opinion, the retention of this clause was essential to the successful working of the Bill, and the hope was expressed that Lancashire members would unite in opposing the amendment.

### SOUTH AFRICA'S NEED OF WHITES.

#### "GOING BLACK."

Sir Charles Crewe, a member of the House of Assembly of the Union of South Africa and formerly Colonial Secretary for Cape Colony, was the guest of the 1820 Memorial Settlers' Association, of which he is chairman, at a luncheon at the Hotel Victoria, Northumberland Avenue, W.C., last month.

Responding to the toast of his health Sir Charles said the reinforcement of the whites in South Africa was vital. The number of poor whites was rapidly increasing and some may be found working for natives. There was a possibility that unless European South Africa was constantly reinforced the sub-continent may go black. "There is no longer quite the same racial struggle between English and Dutch," he added. "We are in sight of a united people under the British flag."

Broadly speaking, Labour favours defence so far as it provides work—especially if the work and wages fall to the lot of men immediately susceptible to political Labour's discipline. Thus they prefer soldiers to sailors, and, while they strongly oppose the purchase of munitions abroad, they as strongly favour keeping factories in full swing, making unnecessary quantities of arms, ammunition, and military clothing.—*Morning Post.*

### FATHER MOLLETTE STILL A CAPTIVE.

#### THE CONDITIONS OF RELEASE.

A Chinese news agency report by mail from Peking says:—

With reference to the effort to release Fr. Mollette, General Chang says that in co-operation with the Hupeh troops, the bandits have now been "cornered" by the Government forces. He expresses his belief that Father Mollette will be liberated within a short time on condition that the captured son of the chief bandit, Lei Hsiao Yao, will be released and an amnesty be issued exempting the bandits from penalties of any description. Those of the bandits who are willing to return to their own native lands to resume their former occupations will be sent back to their homes free of charge by the authorities. On account of their past experiences with the bandit chief Lao Yang Jan and others, the authorities absolutely decline to enrol the bandits into the Honan army under any circumstances whatever. The appointment of the Lincheng bandit chief, Sun Mei Yao, and others to the position of brigades and regimental commanders of the Shantung army is being strongly criticized by General Wu Pei Fu, who has now wired to General Tien Chung Yu in Tsinanfu, asking for definite information about the Lincheng bandits and saying that, for the sake of peace, the policy of recruiting bandits should not be repeated. In case of need, the Loyang war lord urges the adoption of repressive measures for the suppression of the bandits by his own troops in Chihli, Shantung and Honan provinces.

### SHANGHAI TRADE.

Messrs. Ilbert & Co.'s latest Piece Goods Market Report says:—

The chief feature of importance during the week under review has been the sharp drop in the price of the raw staple on the American market, which is attributed to improved reports of the growing crop coupled with a decline in the home demand which has already resulted in many mills going on to short time. It is noticeable, however, that in spite of the sharp decline in spot prices, the rates for forward purchases have not declined in proportion. Our local market has so far been little affected, but buyers are holding off from any further commitments in the hopes of a still further decline.

Clearances continue satisfactory and Hankow merchants have taken delivery of large quantities of Whites and Greys, although prices for the latter have in certain weights shown a weakening tendency, probably due to the arrival of stock lots recently purchased from the home market.

The Japanese boycott movement is being strongly supported along the River ports but it would appear to be not so strong at Ningpo, as about 100 packages of Japanese goods have been shipped for that port during the past week. The Northern markets are reported as inactive with little business doing owing to the fear of an outbreak of hostilities between the rival political factions.

### BUDDHIST SERVICE IN SIAM FOR THE DEAD.

#### KING EDWARD AND TSAI NICHOLAS.

The Bangkok Times says:—

It will be remembered that the Buddhist Church of this country recently approved of what may be termed prayers for the dead whether the individual to whom the merit is to be given is of that faith or not. To refuse such prayers, it was stated with authority, would be sin.

This decision was received by His Majesty the King with pleasure, and it is now formally announced that a service for the late King Edward VII. and the late Tsai Nicholas II. will be held at the temple of the Bencharabongkhar monastery on the 30th instant (July). It is explained that when His Majesty was in Europe both these Monarchs treated him with great friendliness. On the occasion of the services portraits of the two Sovereigns will be placed in the chapel. At 5.30 the King will arrive and will light the candles before the image of Phra Buddha Jinaraj. His Majesty will then lay wreaths before the portraits, and proceed to light the candles and incense for the service. His Royal Highness the Prince Patriarch of the Kingdom will preach a sermon and the service will be celebrated by 20 priests, after which His Majesty will lay down the cloths for the Satapankarua rite. British or Russian decorations are to be worn.

### NOVEL DEATH DUTY.

"The Rajah Brooke has devised quite a novel form of death duty," the Rev. W. Linton, now at the Missionary Exhibition in the Horticultural Hall, said in an interview. Although head-hunting among the Dyaks has been suppressed, the heads collected in former days are still treasured and considered very valuable. They are passed on from father to son, and so desirous are the legacies of obtaining possession to the treasures that the Rajah Brooke is able to collect a death duty on them. The duty is paid either in coin or brass ware.



### THE TYPHOON. AND THE DELUGE.

The rainfall over the week end, according to the Observatory record, was 6.88 inches. Between 2 p.m. on Sunday and 2 p.m. on Monday 6.15 inches fell. It frequently happens that rainfall records on the island are greater than those taken at the Observatory, and it will probably be found to have been so in the present instance. The damage done in the Colony during the week end was caused by the heavy rain rather than by the force of the wind. Below are given items of interest in connection with the typhoon gathered yesterday:—

#### HAPPY VALLEY.

From the number of limbs of trees lying on the roads early yesterday morning, it was evident that Happy Valley had experienced a few severe gusts. Shortly after midnight on Sunday the heavy rainfall had converted the lower portion of the Valley into a lake. The water was at least six inches deep on the tram tracks.

Morrison Gap Road had become a cataract of bubbling water which carried down large logs and a number of fair sized boulders. Some of the latter had come to a standstill in the middle of the road and formed obstructions around which the water swirled in angry eddies on its way down to the Valley. On the other side of Morrison Hill there seemed to be an even greater volume of water, and those few belated pedestrians who were abroad had to wade knee-deep. The junction of Kennedy Road, Morrison Hill Road and the roadway from the Naval Hospital where three swift streams of water met, was converted into a miniature Niagara, which, tearing down towards the Market, carried all in front of it. Hereabouts the water was a couple of feet in depth. The sullah coming down from Wanchai Gap had also become a raging torrent and the underground drain at Queen's Road, into which it empties, was subject to such pressure that it burst with a loud explosion, scattering stones in all directions. The water accumulated at the back of the retaining wall round Morrison Hill, burst the wall for a length of two chains and hurled bricks and cement clear across Wanchai Road. The inhabitants of these lower levels experienced an anxious time.

#### SEVERE DAMAGE TO REPULSE BAY ROAD.

On the road between Repulse Bay and Tytam Tuk there are a dozen landslides, small and great, and worst of all, in four places the landslide has carried away with it a large segment of the roadway. Sometimes this has been due to a slide just below the road which has undermined the constructional work, causing a large semi-circular section to break away and crumble down the hillside.

Just above the road near Tytam Tuk a cutting parallel to the motor road has been made for the large new catchwater, 9 feet wide at base, which is to feed Tytam Tuk Reservoir. Many of the landslides are evidently due to the outer margin of the cutting being washed down to the road, below by the force of the hillside torrents.

It is to be feared that many weeks' work will be required before the road between Tytam Tuk and Repulse Bay will be passable for motor traffic. The collapse, in places, of the road itself must necessitate slow and laborious rebuilding from below with, in some cases, new walls of masonry.

From Tytam Tuk to Shaikwan there are several landslides but none of them considerable enough to make the road impassable.

Stubbs Road and the other new roads on the upper levels are all closed on account of slides. Near the upper gate of the Cemetery in Stubbs Road there is a large landslide.

P.W.D. foremen were busy all day yesterday surveying the extent of the damage and roughly measuring the mass of material to be removed. There is no doubt that, in road damage alone, the rainstorm has cost the Colony many thousands of dollars.

#### STATE OF THE RESERVOIRS.

The exceptionally heavy rains of the week end have resulted in filling all the smaller reservoirs of the Hongkong Waterworks. Wongchichong is still receiving a considerable contribution from the catchwater but, overflow level having been reached, the only consequence is that a large stream is finding its way to the harbour and apparently doing a great deal of damage towards flooding Happy Valley.

Tydam is now full, and is overflowing into Tydam Byewash which, with Tydam Intermediate, is pouring a surplus into Tydam Tuk. The level of the water in this great reservoir has risen from 49 feet below overflow on Sunday morning to 30 feet below overflow on Monday morning. The streaming hillside and the other two reservoirs are still adding to the volume at the rate of six inches in every hour.

### SUNDAY'S SERMON AT ST. JOHN'S CATHEDRAL.

#### REFERENCE TO THE DEATH OF PRESIDENT HARDING.

The Rev. H. Copley Moyle, Senior Chaplain of St. John's Cathedral, preached a sermon on "Times of Visitation" by the following reference to the death of President Harding:—

It seems right that this morning I should first of all express the sympathy which we all feel with the great American nation in the national sorrow which has fallen upon that people by the death of President Harding. It is not a common occurrence for a President of the U.S.A. to die during his term of office. During his term as President the late Mr. Harding has confirmed the impression which his previous public career had given, of being a man of strong and upright character. It is recorded that his first words on being elected were "May God make me capable of playing my part." The right note was certainly struck by those words. He was called to office when many post-war problems were calling for solution and no doubt his death was due to the over strain which the burden of his official duties laid upon him. The American people are so closely connected with the British that their sorrow is our sorrow and their loss our loss. Perhaps one of the things which is most conspicuous from an international standpoint during his term of office was the successful arrangement made for the method of repaying our debt to America. In those negotiations I believe the influence of the late President was always exerted towards an amicable solution of the difficulties to be overcome. His work on earth is done. May his soul rest in peace.

#### TIMES OF VISITATIONS.

S. LUKE XIX. "And when He was come near, He beheld the city and wept over it, saying, If thou hadst known, even thou, at least in this day, the things which belong unto thy peace but now they are hid from thine eyes."

The Gospel for to-day gives us a vivid picture of one of the most dramatic scenes in the last days of Christ's earthly life. He was making a public entry into Jerusalem on purpose to fulfil the prophecies which had been uttered about the Messiah. He had secured an ass's colt and was riding upon it—for the prophet Zechariah had said "Rejoice greatly, O daughter of Zion, thy King cometh unto thee riding upon a colt the foal of an ass." About Him were crowds of pilgrims who had come up to Jerusalem to keep the Passover. Some of them threw down their garments for Him to ride over, others pulled pieces from the trees and scattered them before Him, while the multitude shouted "Hosanna to the son of David." The whole crowd seemed full of joy and enthusiasm, but the central figure, so far from being moved by the popular enthusiasm, was weeping. Jesus Christ as He approached Jerusalem looked forward some 40 years and saw the terrible fate that would fall upon the city. There are few things which for absolute horrors can be compared to the siege of Jerusalem by the Roman armies. Added to the miseries of starvation, were the furious struggles of civil war within the besieged city. Anyone who ventured to escape from the city was crucified, till Jerusalem was surrounded with the ghastly remains of men impaled on stakes, and it is said that the Romans at last had to stop crucifying the Jews because they had no more wood on which to impale them. Our Lord approached Jerusalem He crossed the very spot where the famous tenth legion of the Roman army would be encamped 40 years later, and as He thought of the coming misery of His beloved city His heart was sad indeed, for He had a true patriot's love of His country. His coming to Jerusalem was the time of visitation. Had the Jews recognised Him as the Christ, they might have had a different history. They were always professing to be looking out for the coming Messiah, and as we know, several impostors traded on that expectation, and gave themselves out to be the Messiah. But the real Messiah they did not recognise. They were living in one of the greatest periods of the world's history and they did not recognise it. God took human nature and came to them and they crucified Him. It may seem strange to us that they failed to recognise Him. It is often easy enough to see the mistakes of others, but it is more important to avoid mistakes ourselves.

I suppose we all remember that it was nine years ago yesterday since our country declared war on Germany. Those four years of the war were a momentous period in the world's history. They were a time of visitation for us of this age, and we heard so often in those days of war of all the lessons mankind was learning, and of the changed conditions that were to be looked for after the war. We heard so much of the brotherhood of all classes and of nations, of the falseness of supposing that might is right. We were constantly told that it was "a war to end war." One writer from a neutral nation thus powerfully described what many expected to be a result of the war. "We trust," he wrote, "that when the war is over and the weary and wounded nations return to the life which human beings ought to live, they will do so in a temper, which will no longer endure the existence of those appliances for the murder of men. They will take their submarines and their aeroplanes,

and their shrapnel and their poisons, and make a bonfire of them on the ruins of the Krupp gun-factory at Essen, in the light of whose flames men shall be able to read the fine print of the Sermon on the Mount from Petrograd to Constantinople, and from the Straits of Gibraltar to the Kiel Canal."

And to-day we look out upon nations as ready as ever to spring at each other's throats, we see class hatred rampant and selfishness flourishing on every hand. Certainly it would seem at first sight that the pessimist has good grounds for pessimism in the state of the world to-day. But on the other hand do not forget that life is full of reactions. The war saw an unprecedented outburst of unselfishness. Men did not consider themselves. Their possessions, their prospects, all the things for which men compete and strive, even to life itself, they piled up on the altar of their sacrifice. Everyone felt, to quote the popular slogan of that time, that "he must do his bit." Men and women heard the call of unselfishness, and nobly answered it, but when the strain relaxed there was bound to be a reaction for a time. But it does not follow that we have entirely failed to learn all the lessons the war had to teach us. As you stand on the seashore watching the incoming tide it is sometimes hard to tell whether it is advancing or receding. One wave seems to gain ground and then the next falls back, but if you stand long enough you will see that there is a steady advance. And so I believe it is with the world to-day. The reaction from the heroic self-sacrifice of war-time was bound to come. It does not follow that all the lessons of the war have been forgotten. And it is our duty to recall them.

One of the most encouraging signs of changed outlook in the world to-day is the way in which men of widely different belief and temperament are coming to look for the solution of the problems of life to the teaching and example of Jesus Christ. We find thinkers and writers like Bernard Shaw and H. G. Wells, who are far from holding the orthodox Christian view yet agreeing that the one hope for mankind is an earnest following of the work and example of Jesus Christ. You may remember that in 1920 the Prime Ministers of the British Empire issued a New Year message to all the citizens of our Empire and in it they said: "The hope of a brotherhood of humanity reposes on the deeper spiritual fact of the Fatherhood of God." In the recognition of the fact of that Fatherhood, and of the Divine purpose for the world which are central to the message of Christianity, we shall discover the ultimate foundation for the construction of an ordered and harmonious life for all men. That recognition cannot be imposed by Government. It can only come as an act of free consent on the part of individual men everywhere.

That such a statement should be made by the Prime Ministers of our Empire is a happy augury. It remains for each one of us to see whether our lives are being lived in harmony with the message of Christianity. Our religion must be brought into our everyday lives. What Christ would approve we must retain, what He would hate we must banish. Are we tempted to misuse our bodies? We must remember they are members of Christ. Are we tempted to lie? We must remember we are followers of Him who is the truth. Are we tempted to pride? We must remember that the son of man came not to be ministered unto but to minister. Are we tempted to think very much of material riches? Let us remember Christ's words "Ye cannot serve God and Mammon." Christ has taught us that the greatest thing in life is self offering, self sacrifice. To deny ourselves in order to help others is the essence of the Christian religion. If we all acted on two principles of the sermon on the mount, the great majority of the problems of the age would solve themselves. Let us remember how the people in Jerusalem missed their opportunity because they did not recognise Christ, and let us be sure that He is truly present in Hongkong to-day as He was in Jerusalem then. To-day is the time of our visitation, let us see that our lives are lived according to His example, that we recognise Him as our Captain whose word must be obeyed, whose Kingdom must be established and whose honour He has entrusted to us. And let no one of us rest content till we can say that Christ is our greatest friend.

#### STOLE WATCH FROM OPERATING THEATRE.

#### CHINESE SENT TO PRISON.

A Chinese employed at the Yee Woo Nursing Home, at Happy Valley, was sentenced to six months' imprisonment by Mr. J. R. Wood, at the Magistracy, yesterday morning, for having stolen a wrist watch, the property of a nurse employed at the Home.

It appeared that on the 2nd inst., the nurse took her watch from off her wrist and placed it on the window sill ledge in the operating theatre, before attending to a case in the theatre. This was at 4 o'clock in the morning. Four hours later she remembered her watch and sent a boy to collect it from the window sill. It had disappeared. At the time of this discovery the defendant was absent from hospital and when he returned he was taxed about it and eventually admitted having taken it to a watch repairing shop in Queen's Road Central where it was recovered by the police.

### THE SS. "SARPEDON."

#### NEW BLUE FUNNEL LINER BACK IN HONGKONG.

#### RECEPTION ON BOARD.

The new Blue Funnel passenger liner *Sarpodon* is back in Hongkong on the return journey after her maiden voyage to the East. The *Sarpodon*, as has already been stated in these columns, was built in Liverpool by Messrs. Cammell, Laird & Co., Ltd., and is the first of a new class of steamer built by the Company for service on the Far Eastern run. Capt. J. Rippenhausen, in command of the *Sarpodon*, issued invitation on behalf of the owners, to Hongkong residents to a reception on the liner yesterday afternoon and a large number of ladies and gentlemen visited the ship between four and six o'clock, and they could hardly fail to be pleased with the arrangements which have been made for the comfort of the travelling public. The *Sarpodon* and her sister-ships are certain to prove popular ships.

The vessel is pleasing to the eye in her general line. She has a wide beam (92ft. 3ins.), which would seem to assure steadiness in heavy weather. Also there is plenty of deck space for passengers. The Boat and Games Deck in particular is very roomy, affording the passengers every facility for exercise and recreation. On the promenade deck forward is a very comfortable lounge, and one which gives an atmosphere of coolness (this by reason of the decorative scheme which is light and comfortable) very seldom found on vessels in these waters. Aft is a comfortable smoking room and verandah cafe. Aft on the centre-castle deck the children are provided for by a large and cheery room set apart especially for them. Close to it is a modern and up-to-date barber's shop, whilst up forward on the same deck is the office or "bureau" as it is styled. The dining saloon, which is situated on the upper deck, is large, and, like the lounge, very artistically decorated and furnished. There is no long table but a large number of small tables accommodating parties of four or six.

There are 157 berths comprising 15 single-berth cabins on the centre-deck; 10 cabins with 2 cot-beds on the promenade forward and 7 aft and on the castle deck; 30 cabins with 2 or 3 berths on the promenade-deck, aft, and on the centre-castle deck; 6 cabins with 2 or 4 berths on the promenade deck, numbered 21, 26, 47, 54, 61 and 65.

The fittings, and the methods in which the cabins are laid out, are the last word in efficiency and space saving. Neither is the space saving done at the expense of the passenger, for everything he could reasonably require is there to his hand, including a writing desk.

The *Sarpodon's* tonnage is 11,321 tons, gross register, and 17,218 tons displacement. She is 517 feet long and 92ft. 3ins. broad; her depth is 46ft. 3ins. When tested over the measured mile her speed was 16.73 knots an hour, and her sea speed is given at 15 knots, an average she has maintained throughout the voyage so far.

A large number of guests yesterday were entertained to tea, and allowed to stroll over the ship as they wished. During the two hours they were on board the band of the King's (Liverpool) Regiment 2nd Battalion, played.

#### ARRIVAL OF A SISTER SHIP.

The *Patroclus*, a sister ship of the *Sarpodon* arrived from Home yesterday on her maiden trip to the East, and moored at Holt's wharf, the *Sarpodon* being moored in midstream. The *Patroclus* brought the London letter mail of July 10th.

#### DOCKYARD SPORTS.

#### AQUATIC EVENTS AT KOWLOON.

The annual aquatic sports meeting of the Kowloon and Hongkong Dockyard Recreation Club was held at the Kowloon Naval Yard on Saturday afternoon. A capital programme was provided, including several novel items, which the large gathering of spectators found highly amusing.

Mr. W. M. Denton, the Naval Officer in Charge at Kowloon, was in charge of the general arrangements, being ably assisted by Messrs. Prickett and Newham and A. Hill.

The results were as follows:—Inter-Department Swimming Relay Race (200 yards)—Crocker (for C.E.), 1; Hutchinson (for O.D.), 2. Time, 3.20.

Tipping the Bucket—Browell and McDonnell (Kowloon), 1.

Tug of War—Kowloon (Denton, Spry, O'Neill, Luscombe, Simpson, Billings, Grant, Thompson and Kempshall), 1.

Egg and Spoon Race—Miss B. George and Spry (Kowloon).

Dinghy Race—Driscoll, Hill, Billings and Horton (Kowloon).

Sausage Race—Misses Spanton, George and Spanton.

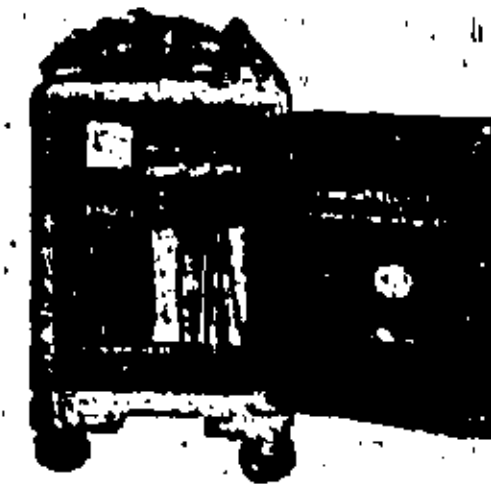
Water Derby—Spanton (Hongkong), 1; Campbell (Hongkong), 2.

Sketching Race—Mrs. Beeve and Cassidy (Hongkong), 1.

Obstacle Race—Simpson and Miss Prickett (Kowloon), 1; Thompson and Miss M. George (Kowloon), 2.

Potato Race—Williams (Kowloon), 1.

Greasy Pole—George (Kowloon), 1.



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CHINA MUTUAL STEAM NAVIGATION  
CO., LTD.

## CONSIGNEES per Company's Steamer

"PATROCLUS"  
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 8th August.

Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival. All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 15th August, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 27th August, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 6th August, 1923. [1143]

## THE HONGKONG CANTON AND

MACAO STEAMBOAT CO., LTD.

## NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE DOLLAR per share for the Six Months ending 30th June, 1923, will be PAYABLE on WEDNESDAY, 8th AUGUST, on which date Dividend Warrants may be obtained on application at the Company's Office. The SHAREHOLDERS of the Company will be CLOSED from Thursday, 8th July, to Wednesday, 8th August (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
JOHN ARNOLD,  
Secretary.

Hongkong, 10th July, 1923. [1050]

LADIES and GENTLEMEN Suffering from any kind of Disease, however complicated and long-standing the case may be, are requested to write present condition of the disease. Full particulars of treatment, advice, etc., free under cover. "Sai" Works, Bendoo-square (H.P.), Calcutta (India). [105]

## "GLEN" LINE, LIMITED.

## NOTICE TO CONSIGNEES

FROM UNITED KINGDOM, PORT SAID, SUEZ AND STRAITS.

## THE Motor Vessel

"GLENANDA"  
having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 7th August, 1923, at Noon, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of consignees by Messrs. Goddard and Douglas, on 4th August, 1923, at 10 a.m. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 31st July, 1923. [1125]

## SS. "PAUL LECAT."

SERVICES CONTRACTUELS DES  
MESSAGERIES MARITIMES.

## NOTICE

CONSIGNEES of Cargo from MARSEILLE, &c., in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 7th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to us on or before the 11th July, 1923, or they will not be recognised.

All damaged packages will be examined on Tuesday, the 7th inst., at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,  
Acting Agent.

Hongkong, 1st August, 1923. [1129]

## VISITORS TO CANTON

Should Purchase  
BY THE PEARL RIVER

BY  
CAPTAIN C. V. LLOYD

With Illustrations, Maps and Flags.

PRICE... .. \$1.75

On Sale at

Hongkong: "Daily Press" Office.

Messrs. KIM & WATSON Ltd

Messrs. BARNES & Co.

Canton: Messrs. A. S. WATSON & Co

## INTIMATIONS

## NOTICE OF REMOVAL.

THE Offices of the "HONGKONG DAILY PRESS" have been removed to 14, CHATER ROAD (3rd floor), to which Address all Correspondence should be directed. Hongkong, 16th July, 1923.

## OFFICIAL NOTICE

## PROPOSAL TO CHANGE A SHIP'S NAME.

WE HEREBY GIVE NOTICE that in consequence of uniformity with the combination of Names of the other vessels owned by us under the name of CHIU ON STEAMSHIP COMPANY, LIMITED, of No. 103, Wing Lok Street, Victoria, in the Colony of Hongkong, have applied to the Board of Trade under Section 47 of the Merchant Shipping Act, 1894, for permission to change the name of Steam launch "CHINA" of Hongkong, Official No. 153059, Gross Tonnage 20.20, Register Tonnage 11.34 hitherto owned by us to the name of "CHIU ON" and to have her registered in the New Name at the Port of Hongkong as owned by us.

Any objection to the proposed Change of name must be sent to the Registrar of Shipping or Harbour Master at Hongkong within seven days from the appearance of this Advertisement.

Dated Hongkong this 1st day of Aug., 1923.

LAU SHU TONG } Managing

KWOK LAI PAN } Directors.

CHIU ON STEAMSHIP Co., Ltd.

11298]

## HONGKONG SMALL INVESTORS'

SHARE AND REAL ESTATE CO.,

SHARE AND LAND BROKERS.

No. 8, Des Voeux Road,

2nd Floor

Telephone No. C. 4306. [107]

## FOR SALE.

5,000 FEET OF STEEL CABLE  
in Good Condition 3/4 inches  
Circumference.

Apply to

PEAK TRADING CO., LTD.,

Alexandra Buildings.

1077]

## TO LET.

OFFICES in FIFTH BUILDING—Four

Rooms on 11th Floor.

Apply

UNION INSURANCE SOCIETY

OF CANTON, LTD.

11299]

## BOWEN &amp; CO.

No. 8, MURDER ROAD,

SHANGHAI

Members British Chamber of Commerce

(Shanghai). Mr. T. W. BOWEN, Fellow of

the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

STEAMSHIP AGENTS AND SHIPBROKERS.

For the Purchase, Sale and Charter of Vessels

of any Tonnage, Passenger and/or Cargo, New

and/or Old, with delivery China at Very Low

Prices.

SALVAGE OPERATORS, MARINE SURVEYORS

AUCTIONEERS, COAL MERCHANTS.

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Machinery For Sale, New and Old in First-

Class Condition.

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SOLE AGENTS FOR CHINA:—

GILLES PATENT ANCHORS.

SAKUMI WARE & Co., Ltd. (Shanghai),

High-Class Steel Manufacturers (Tank

Brand).

Catalogues and Price-Lists on application

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Codes: Bentley's, Scott's, A.B.O.

8th Edition and Improved

## SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG

FOR the use of all Men of the Mercantile

Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room

Officers Room, C.P.O.'s Room, Restaurant

Concert Hall, Church

Private Cabins and beds in Dormitories.

Shan Lanch "Damen".

1129]

## PREPAID "WANTED"

ADVERTISEMENTS

WANTED A SMALL and AIRY ROOM

for One or Two Months Only,

preferably Top floor and Facing the Sea. Reply

to Box Y.E., c/o The Hongkong Daily Press.

1113]

2 & 3, VICTORIA GARDENS, HANKOW

Road, KOWLOON, BOARD RESIDENCE.

Every Home Comfort. One Minute from

Ferry Steamers. Personal supervision. Terms

Very Moderate. Telephone K357. [112]

2 & 3, VICTORIA GARDENS, HANKOW

Road, KOWLOON, BOARD RESIDENCE.

Every Home Comfort. One Minute from

Ferry Steamers. Personal supervision. Terms

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Road, KOWLOON, BOARD RESIDENCE.

Every Home Comfort. One Minute from

Ferry Steamers. Personal supervision. Terms

Very Moderate. Telephone K357. [112]

## INTIMATIONS

## THE KOWLOON HOTEL.

HANKOW ROAD.

OPENING 1st SEPTEMBER.

FIRST Class and Most Up-to-date  
Residential and Tourist Hotel. Six  
Stories of Commodious Large and Airy Rooms  
with every Modern Appliance. Elevator to  
Every Floor and to Roof Garden. Hot and Cold  
Water, Electric Lights, Fans and Bells through-  
out. Exceptionally Well Ventilated Bar and  
Billiard Rooms. Moderate tariff and most  
Excellent Cuisine supervised by Experienced  
Chef. Monthly and Family Rates can be  
arranged at Most Reasonable Terms.  
For Terms, apply to  
Mrs. J. J. BLAKE,  
Manageress.

1119]

## THE INDUSTRIAL AND COMMERCIAL

BANK, LTD.

HEAD OFFICE:

York Building, Chater Road, Hongkong

BRANCHES:

Shanghai—51, Kiangsue Road.

Hankow—British Consulate.

CORRESPONDENTS IN:

London, New York, Chicago, San Francisco,

Yokohama, B.C., Honolulu, Singapore, Penang,

Tientsin, Swatow, Macao, Canton and all

Commercial centres of China and abroad.

PROMPT SERVICE.

Attractive rates for all kinds of Deposits.

Inquiries are welcome.

T. B. MAL,

Manager.

1893]

## THE

AMERICAN EXPRESS CO.

INCORPORATED.

HEAD OFFICE:

NEW YORK CITY.

## INTERNATIONAL

BANKING-SHIPING-TRAVEL.

Eighty Offices are established in the Principal

Cities of the World to provide Commercial

Organisations and Private Individuals with a

complete World Wide Banking, Shipping and

Travel Service.

## COMMERCIAL LETTERS OF CREDIT.

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FOREIGN EXCHANGE.

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TRAVELERS CHEQUES.

LETTERS OF CREDIT.

STEAMSHIP PASSAGES.

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PURCHASE OF BILLS OF EXCHANGE.

Every approved Banking, Shipping and

Travel Transaction.

P. J. VANHECKE,

Manager.

## RUSSO-ASIATIC BANK.

CAPITAL (FULLY PAID) ... .. 55,000,000

RESERVE FUND ... .. 25,000,000

CAPITAL CONTRIBUTED ... .. 25,000,000

CHINESE GOVERNMENT ... .. 3,500,000

RESERVE FUND ... .. 1,750,000

HEAD OFFICE:

Paris, 9, Rue Boudreau.

LODON OFFICE:

84, Old Broad Street, E.C. 2.

## BRANCHES IN ASIA:

Chongchun, Hankow, Manchouli, Tientsin,

Chefoo, Harbin, Newchwang, Urumtsin,

Dairen, Hongkong, Peking, Yokohama,

Hankow, Shanghai.

## HONGKONG BRANCH:

Interest allowed on Current Accounts and

Fixed Deposits. Terms on application. Local

Bills discounted.

Foreign Exchange on the Principal Cities of

the World bought and sold.

R. A. RODGERS,

Manager.

537]

## FIT-U PINCE-NEZ

is the latest of the finger operated eye-

glass mounting and has been designed to

avoid all the objectionable features of

this type of mounting. The long coil

springs of the Fit-U prevent spring

breakage, and can be instantly adjusted

to give more or less pressure of the nose.

The nose clips are of special shape to

prevent slipping. Fit-U Pince-nez of any

metal are obtainable from The Hong-

kong Optical Co., successors to Clark

& Co., Manufacturing and Refracting

Opticians—the most competent optical

Colony—located in 53, Queen's Road

Central—Hongkong. [112]

## INTIMATION

JOHN DEWAR  
& SONS, LTD.  
PERTH, SCOTLAND.

By Royal Appointment  
to His Majesty  
The King.

"WHITE LABEL"  
FINEST  
SCOTCH WHISKY  
OF GREAT AGE.

AWARDED 50 GOLD AND  
PRIZE MEDALS.

THE VICTORIA VAT  
The very finest old  
SCOTCH WHISKY.

As supplied to the Houses of  
Lords and Commons.

SOLE AGENTS—  
A. S. WATSON &  
CO., LTD.,

Wine & Spirit Merchants.

PHONE 618.

## MARRIAGE.

COOPER—GRANT—At St. John's Cathed-  
ral, Hongkong, on August 2nd, by  
the Rev. Copley, MOYLE, JOHN Sisson  
Sr. GEORGE, youngest son of the  
late CHAS. ED. COOPER, of N.Z., to  
NORA MACDONALD, youngest daughter  
of the late PETER GRANT, of Edin-  
burgh. [1139]

Hongkong Office: 1A, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, AUGUST 7th, 1923.

## GREAT BRITAIN AND THE

RUHR.

WHAT is the policy of Mr. BALDWIN's



LONDON, August 5th.

### EARLIER CABLES.

**SERIOUS POSITION REPORTED.**

## TAXATION IN POLAND.

117. — August 24th.

## THE MORSE CASE.

## ALL THE ACCUSED ACQUITTED.

## BAD OUTLOOK IN GERMANY.

WESTMINSTER HALL.

COMPLETION OF ROOF  
RESTORATION.

**INTEREST.**

It was decided to put in a steel structure to hold in position the whole of the old timber, as an attempt to move it back to its original position would have resulted in the breaking of every joint. The result of this policy has been that 350 tons of steel girders and ties have been let into the roof, but so cunningly concealed that they are scarcely noticeable to the casual observer.

At the same time a preparation was used to kill the destructive beetles, and the timber which was too badly damaged was replaced by new.

VIEWS OF THE PRESIDENT OF THE  
DIVORCE COURT.

Do you think that the methods of the bill is the best, bearing in mind that drawn, as far as possible to give special instructions to news editors precisely what they were to blue-pencil out? I struck me that you tell them what they may publish; my view is that they should tell them what they may not publish. You set up a possible means of doubt as to whether an offence is committed.

Sir H. Duke: I have a strong  
against all erotic publications.  
(Continued at foot of next Column)

BY THE RIGHT HON. DAVID LLOYD  
GEORGE

At the close of Sir H. Duke's evidence the Committee adjourned.

"the role of the artillery in battle is necessarily insignificant. The whole burden of the fighting falls on the infantry."

atrocities at least as vile as  
committed by the Bolsheviks. But  
Lausanne we ostentatiously stretched  
friendly hand of Britain to the au

handed as a condition of peace. We must  
make peace in the world, and you cannot  
do so if you put whole nations off your

"The sooner we have the courage  
recognize this fact, the sooner will  
peace be established.

[BY SIR HENRY LUCY.]

German, English." Should this encourage us to hope that the universal world will one day be English?

ENGLISH: THE WORLD SPEECH

... world, with one day of ...



NAPIER JOHNSTONE'S

'N. J. CLUB'  
SCOTCHThe "Peg"  
of Ages1745  
till  
to-dayOBTAINABLE FROM  
**LANE, CRAWFORD, LTD.**  
AND ALL WINE MERCHANTS

*This pure old Whisky has had, since 1745, a great reputation amongst connoisseurs for its mellow flavour, and still maintains a world-wide international quality.*

1869—Local Institution.

1923—An International Force.

BORN a little over fifty years ago with total resources of \$729,153, this Bank has to-day—through sound business principles, enterprise and service—a history of phenomenal growth to its credit, and resources of over 470 Million Dollars.

With 572 branches in Canada and Newfoundland and over 100 in Cuba, the West Indies, Central and South America, in addition to London, Paris, New York and Barcelona, complete banking facilities are placed at your disposal.

**THE ROYAL BANK OF CANADA***"Ask us about Canada."***COLGATE'S**Cleans teeth  
the  
right way

Agents:—HONGKONG TRADING CO., LTD.

## DOMESTIC SERVICE.

The Domestic Service Committee has suffered, even more than most of such Committees from the evidence of fanciful persons and faddists. Some of the witnesses seem to have been quite unaware of the real meaning and object of domestic service. It exists, of course, simply to get those to whom it is rendered free to do work for which they are better fitted than making beds or sweeping floors. The fact that they do not all do it is of no more importance—no more and no less—than the fact that many workmen do not earn their wages. There is really no mystery about the matter. Just, as a general in the field has inferior officers, to say nothing of clerks and messengers, attached to his headquarters in order to enable him to perform the duties of command, so an Archbishop, a banker, and even a Labour leader, has secretaries and servants, who do for him that humbler work, the doing of which, if he did it himself, would prevent his doing the work with only he can do. Other witnesses have exhibited other unrealities. Some came to puff some mechanical and artificial solution of the difficulties confronting the Committee. But domestic service is a very human business, and life and humanity are impatient of mechanical solutions. Training is useful, no doubt; a girl can learn from it to make a bed or cook a dinner. But she cannot learn to be a servant; that, like swimming or making a speech, can only be learnt in one way—by doing it. At present, as we knew before the Committee began sitting, there is a reluctance to do it. The reasons given by witnesses are often fantastic enough; but what they really point to as the reason or reasons is the general restlessness and disturbance of outlook of which we are aware in all classes. This is not solely due to the war. Indeed, it has affected women much more than men. They, in fact, come forward rather freely for domestic service. It is primarily due to the movement towards the independence and equality of women which has so profoundly affected society during the last fifteen years.

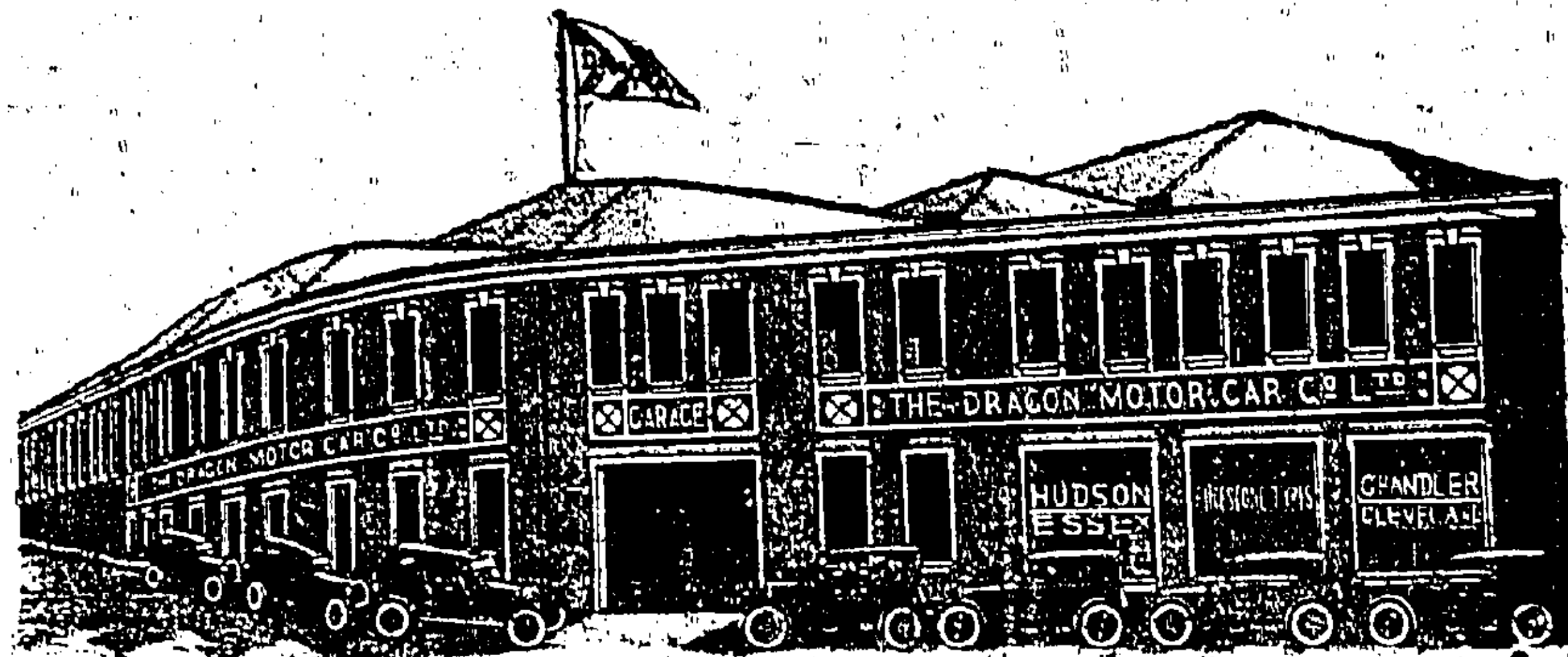
Soon, perhaps, as women get accustomed to the realities of what is changed and what is unchangeable in their position, they will come to see that the notion that there is anything degrading in service is merely absurd. The question of dignity is really one of skill. And though it requires more skill to make a pair of boots than to clean them, is certainly requires much more to cook a dinner, or to keep a house clean and in good order, than to perform successfully half or three-quarters of the tasks performed by the workers in factories and workshops. Such work commonly provides less scope than that of a servant, whether for the working of mind or for that of character. Domestic service is much less of a routine, and involves much more trust on the part of the employer, and independent judgment on the part of the servant. That is incidentally, one reason why it cannot be brought under trade union regulations and fixed, universal hours, any more than stock-farming or editing a newspaper. It has, in fact, the advantages and disadvantages of all close personal relationships. In former days, servants, like wives, were almost deities; and if the husband or mistress was a brute, the relation was that of slave and bully. And the wife never escaped; the bully was always there. But to-day, no servant need be a slave or a hater; she chooses. She has only to walk off; she will at once be welcomed by plenty of mistresses who are not bullies. Still, no doubt, the conditions vary widely between situation and situation. It all comes back to character on both sides. If the servant believes in good work, and does it, if her service is something better than the cy-service of men-pleasers, it will be strange indeed if she does not find a good mistress. And if the mistress is considerate in the small things that make up domestic life, if she deities herself rather than encroach on a servant's expected and reasonable leisure, if she is careful never to be insolent, never to wound her servant's self-respect, if, without intruding, she welcomes with interest any confidences that may be offered to her about health or family or friendships, she will be sure to have servants who are also friends.—*Times*.

## FATHER OF 39 CHILDREN.

From Bergen, Sweden, comes the report of a man who is father to thirty-nine children. The man is a peasant, 39 years of age, and he has been married three times. During the eighteen years of his first marriage his wife presented him with fifteen children, ten boys and five girls. His second matrimonial venture lasted twelve years, during which time he became the father of twelve more—six boys and six girls. By his present wife, to whom he has been married for fourteen years, he has had yet another twelve children—seven boys and five girls.—*Reuter*.



Motor Car storing, washing and cleaning.  
In this, our new concrete Main Garage and  
Service Station, Wong Nel Chong Road  
(Happy Valley), upper end of Race Course.

P R  
MONTH  
**\$20****THE DRAGON MOTOR CAR COMPANY, LTD.**

Main Garage and Service Station

Telephone Central 482 or 3950.

ITCHING BURNING  
PIMPLES ON HEADAlso On Neck. Of a Wet  
Nature. Cuticura Heals.

"My little girl had a breaking out of pimples on her head and the nape of her neck. They became of a wet nature and her hair came out in patches. She could not sleep at night on account of the itching and burning. I sent for a free sample of Cuticura Soap and Ointment and by the time I had used it I could see an improvement. I purchased a box of Ointment and a tablet of Soap which healed her." (Signed) Mrs. O. Howarth, 32, Woodfield Grove, Patricroft, Lancs., Eng.

Keep your skin healthy by using Cuticura Soap daily for the toilet, with touches of Ointment as needed.

Soap 1s. Ointment 1s. 3d. and 2s. 6d. Sold throughout the Empire. For sample each time send 2 stamps to S. J. Cuticura, 21, Chancery Lane, London, W.C.2. Also formal orders with price.

Cuticura Soap shaves without stung.

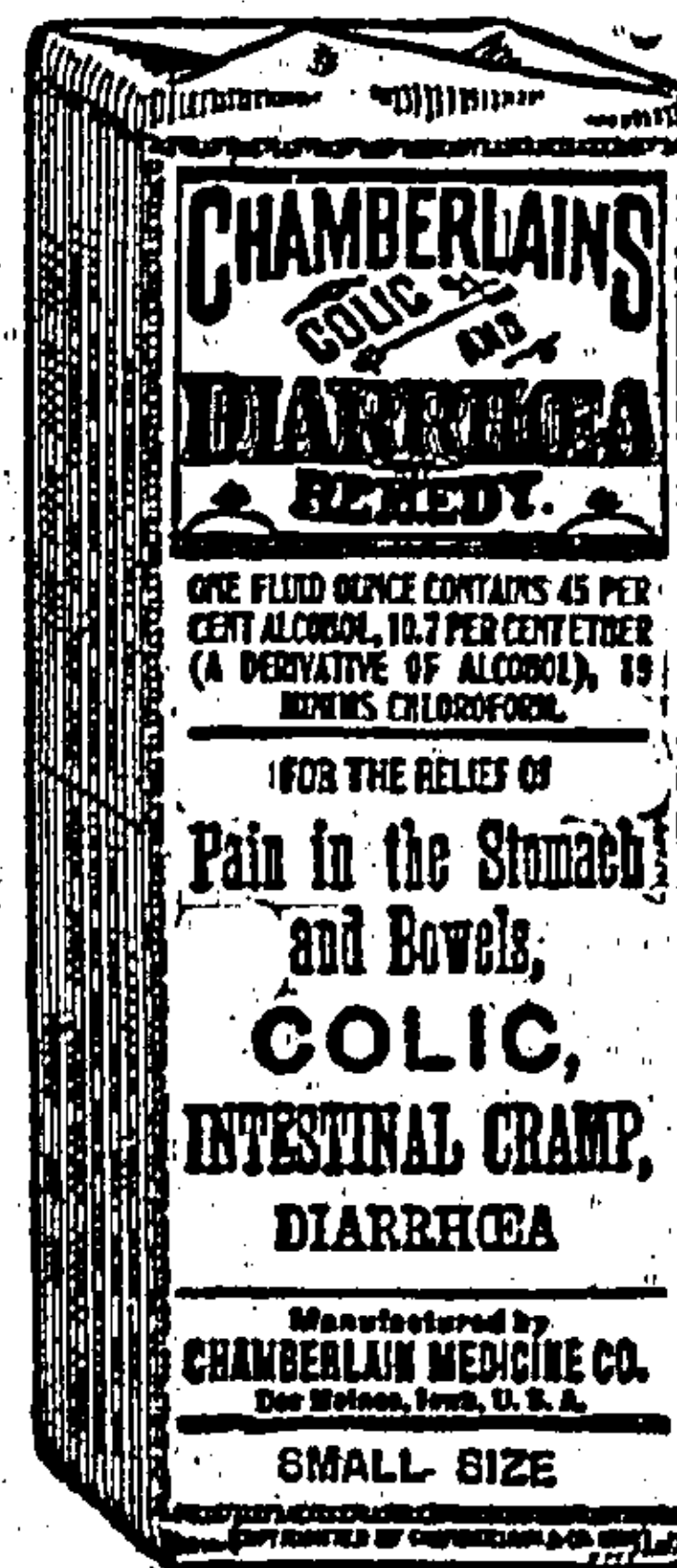


There is no need to  
send your baby home  
if you give the child

**Allenburys'**  
Foods for Infants

Entirely free from germs,  
they give complete independence of doubtful milk supply  
and their use is a safeguard  
against summer diarrhoea  
and infantile cholera.

Further particulars and 100 page  
booklet on "Infant Feeding and  
Management" will be sent post  
free upon application to

**Allen & Hanburys Ltd.**  
40 Canton Road, SHANGHAI.A  
Welcome  
Visitor

at any  
time in  
every  
household. Every  
Bug, Flea, Beetle,  
Moth, Fly, etc., dies  
once it has come into  
proper contact with

**KEATING'S**

## Consider Your Health.

When you consider how much depends  
upon it, what can be more important to  
you than the state of your health? If  
you are troubled with bad or indigestion  
health your capacities for work or  
pleasure are affected. Thousands of  
people know by old experience that

**Beecham's  
Pills**

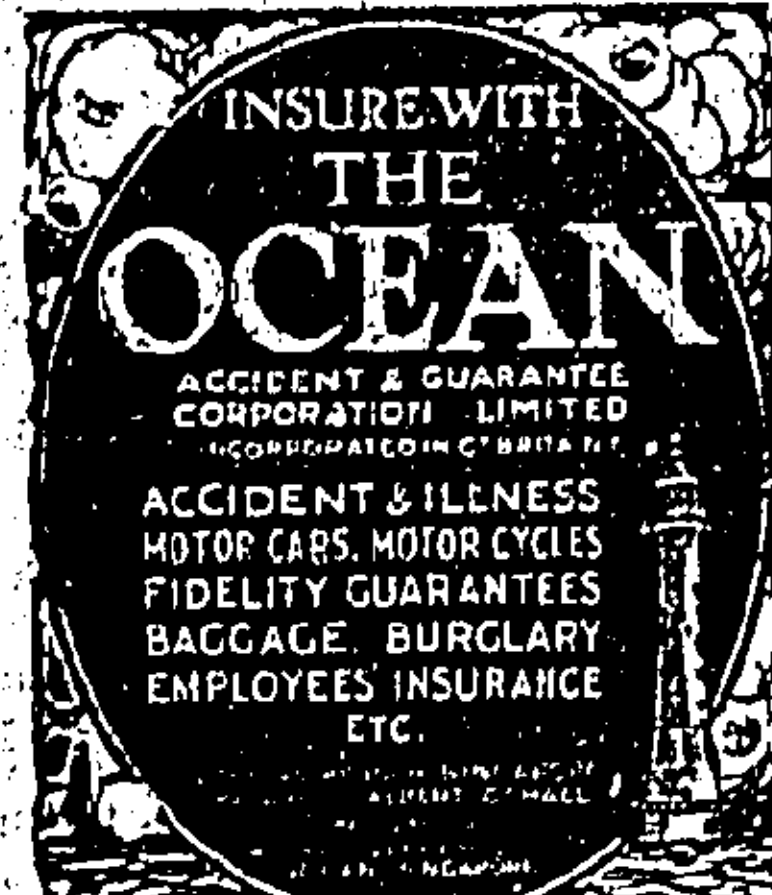
are a blessing in the household  
and exercise a most beneficial effect  
in cases of  
Torpid Liver,  
Biliousness,  
Sick-Headache,  
Indigestion,  
Loss of Appetite,  
Constipation,  
and other disturbing forms of stomach  
or dyspeptic trouble.

Beecham's Pills are good alike  
for man, woman and child; if  
taken according to directions.  
They are pre-eminently a family  
medicine—a remedy to have at  
hand in readiness for every  
occasion where need arises.  
They have the largest sale of any  
Proprietary Medicine in the World and  
have earned the reputation of being  
"Worth a Guinea a Box."

THE NEW FRENCH REMEDY.  
**THERAPION No. 1  
THERAPION No. 2  
THERAPION No. 3**

**HONGKONG WEEKLY  
PRESS.**CONTAINING ALL THE WEEK'S  
LOCAL NEWS.

The Paper to send home.

SHANGHAI OFFICE:—  
No. 33, Peking Road, SHANGHAI.AGENTS for Hongkong and South China  
**DODWELL & CO., LTD.**  
TELEPH. C. 1080. 2, QUEEN'S BLDG.*The whisky for the stream, hunt, car, yacht—and for all occasions.*

Distilled and Bottled in Scotland by PETER DAWSON, Ltd., GLASGOW.

Sole Distributing Agents for Hongkong and South China—Messrs. H. RUTTER &amp; SONS, 10, Queen's Road Central, Hongkong.





## TRAVEL TALK.



How long have you been out from Home?  
and

When do you go on leave?

Every day you hear these questions in Hongkong. The latter is always an interesting topic of conversation.

Have you thought about which way you will go next time?

The ROUTE via CANADA offers unlimited attractions with its wonderful scenery, busy cities and holiday resorts.

We will gladly supply you with fares, illustrated booklets and first hand information.

## CANADIAN NATIONAL RAILWAYS

(Separate and Distinct from C.P.R.)

WRITE, CALL OR TELEPHONE

## GENERAL TRAFFIC OFFICES:

Phone C. 2004

Queen's Buildings, 3, Chester Rd.

## HUGO STINNES LINIEN

Regular Monthly Freight and Passenger Service between Japan, China, Hongkong, Manila and Straits and Hamburg and other North Continental Ports.

## OUTWARD from Hamburg via Ports of Call

Steamers	Tonnage, d.w.	Arrival
*Albert Vogler ...	9,000 tons	10th August
*Carl Legien ...	9,000 tons	7th September
*Adolf von Baeyer ...	9,000 tons	First half of October
*Emil Kirdorf ...	9,000 tons	First half of November
*Schoer ...	12,000 tons	First half of December

## HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Schoer ...	12,000 tons	20th Aug. Calling at Manila 18th Sept.
*Albert Vogler ...	9,000 tons	—
*Carl Legien ...	9,000 tons	—
*Adolf von Baeyer ...	9,000 tons	—
*Emil Kirdorf ...	9,000 tons	—

\* These steamers are fitted with all comfort for the convenience of about 50 first class passengers.

† Cargo boat.

## AGENTS

REUTER, BROCKELMANN & CO.

36, Des Voeux Road Central.

Phone Central No. 478.

## THE EAST ASIATIC CO., LTD.,

COPENHAGEN.

## The S/S. "BOLIVIA"

will be loading for ROTTERDAM, AMSTERDAM, HAMBURG, OPTIONAL LONDON, COPENHAGEN and other SCANDINAVIAN PORTS.

About 28th August, 1923.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S. "Java" ...	18th August	25th September
M/S. "Afrika" ...	10th September	15th October
M/S. "Chile" ...	10th October	15th November

Subject to change without notice.

For further particulars please apply to:-

JOHN MANNERS & CO., LTD.,

Agents.

## GERMANY'S POWER TO PAY.

## DR. CASSEL'S SURVEY.

Dr. Gustav Cassel, Professor of Political Economy at the University of Stockholm, spoke on "Devastation and Reconstruction in Europe" to a large audience at the London School of Economics on June 21st. Mr. Walter Lott, Chairman of the Westminster Bank, presided.

Professor Cassel said the purely physical destruction directly caused by the war attracted a disproportionate interest. Few people realised that the war was accompanied by a consumption of capital of a much wider nature, namely, the wear and tear of capital, the exhaustion of the soil, and the setting back of the normal production of new buildings. The drawing up of new frontiers had caused a very serious devastation of Europe. Another factor of destruction of the first order had been the commercial policy, inaugurated after the war, whereby most nations tried to cut themselves off as completely as possible from others. The whole international policy inaugurated with the Peace Treaties was economically a very mischievous character.

The devastation which we had to do with must primarily be looked upon as a disturbance of the working of the complicated machinery of modern society, and a consequent reduction of the income-earning capacity of the world. The real calamity was the devastation of the social organism which kept the machinery going. The worst thing was that this devastation was still continually going on, making all efforts at reparation vain and futile.

## REPARATIONS PROBLEM.

Referring to reparations, the lecturer said that the first point on every programme for reparation must obviously be the cessation of further devastation. (Cheers.) The most important hindrance to a rational work for reconstruction had been that the question of payment for reconstruction had been put in the foreground instead of reconstruction itself. Disproportionate interest had been devoted to the question as to who should pay, and unreasonable costs had been incurred in order to enforce payment from those who were regarded as guilty. The French devastation of Germany, which was still going on, under the pretext that Germany could be forced to pay, had now brought Germany into a worse condition than France. (Cheers.)

As people had begun gradually to realise the sheer impossibility of the indemnity figures first put forward, the question of Germany's real ability to pay had come to play a prominent rôle in the whole discussion of European reconstruction. It was in itself a good idea that a scientific investigation should be made into the matter. Germany's paying capacity was continually altering, and depended in the future primarily on how Germany was going to be treated. Germany had at present to restrict her imports of food and of raw material far below the minimum which would be required for a sound feeding of the German people. In spite of this, Germany had hardly been able in any year since the Armistice to obtain any real equilibrium in her international payments. If an equilibrium had been obtained it had been so only by aid of the extraordinary device of selling German marks abroad as an object of speculation. This extremely unsound way out of the difficulties was now closed.

To ask Germany to increase her offers and to put pressure upon the German Government to enforce such high offers could hardly be a wise policy. If Germany was forced to make a better offer, the probability was she would be unable to effect the payments promised. A real and lasting solution was only possible if the whole problem of Germany's paying capacity was scientifically investigated.

STARVING-OUT GERMANY. The Chairman, in proposing a vote of thanks to the lecturer, said he agreed with every word of Professor Cassel's inspiring address. In his mind there was no devastation more serious, more difficult to compete with, than the narrow-mindedness and provincialism which had been brought about by the war. We had only to look at the newspapers to realise how prevalent was the idea of Germany being knocked out. It would almost appear that we would rather lose Germany as a customer so long as did not have her as a competitor. (Hear, hear.)

There were some who were willing to see France crush Germany, even if Germany had to be reduced to starvation. There were some economists who held that Germany's population should be reduced by twenty millions, whether by starvation or otherwise. He was talking to a German the other day about the problem, and asked if there was any way out of this terrible plight. The answer was: "None, unless the attitude of Europe towards Germany was fundamentally altered."

## LONDON STREET TRAFFIC.

The figures of London street traffic are amazing. The following table states the number of vehicles passing important road junctions from 8 a.m. until 8 p.m. during a census taken in June, 1923, with the estimated number to-day:

	June, 1922.	To-day.
Hyde Park Corner	51,000	53,500
Piccadilly	40,000	42,200
Trafalgar-square	38,000	41,000
Mansion House	30,000	33,000
Elephant and Castle	26,000	28,500
Ludgate-circus	20,000	23,500

Only the City—a square mile—has power to close its main roads to certain classes of heavy traffic. Elsewhere, steam tractor engines with trailers, slow moving horse-drawn lorries, and anything with wheels may wander freely at its own sweet will.

Private motor owners are driven off the roads by the horde of commercial and transport vehicles. It is quicker and more comfortable to walk than to ride in busy streets.

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## INDO-CHINA

## STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS	SUBJECT TO ALTERATION.
BANGKOK via SWATOW ...	"KWAISANG" ... Tuesday, 7th Aug. 8 p.m.
TRINGTAU via SWATOW ...	"KWAISANG" ... Tuesday, 7th Aug. 8 p.m.
SHANGHAI ...	"LOKSANG" ... Wednesday, 8th Aug. 11 a.m.
TIENSIN via WEIHAIWEI ...	"CHEONGSHING" ... Wednesday, 8th Aug. 3 p.m.
CREEFOO ...	"CHONSANG" ... Thursday, 9th Aug. 8 a.m.
BANGKOK via HOIHOW ...	"LEESANG" ... Friday, 10th Aug. 8 a.m.
HAIPHONG via HOIHOW ...	"ESANG" ... Friday, 10th Aug. Noon.
ANTUNG via SWATOW ...	"WINGSANG" ... Friday, 10th Aug. 3 p.m.
SHANGHAI ...	"FOOKSANG" ... Friday, 10th Aug. 5 p.m.
MANILA ...	"HOSANG" ... Saturday, 11th Aug. 2 p.m.
KORE via MOJI ...	"FOOSHING" ... Tuesday, 14th Aug. Noon.
STRAITS & CALUTTA ...	"TAISANG" ... Wednesday, 15th Aug. 9 a.m.
SHANGHAI via SWATOW ...	"KUTSANG" ... Thursday, 22nd Aug. Noon.
KOBE ...	"HINSANG" ... Friday, 24th Aug. 11 a.m.
SANDAKAN ...	

CALCUTTA LINE. This line affords regular sailings to Calcutta, Rangoon, Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE. Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through bills of lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE. A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE. Sailings approximately weekly for passengers and cargo calling at Hoihow when inducement offers.

BORNEO LINE. Fortnightly sailings to and from Sandakan by two 4,000 ton steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken at having excellent passenger accommodation. Cargo taken at through bills of lading for Kadal, Jesselton, Labuan, Tawau and Labad Dait.

TIENSIN LINE. A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chetoo.

BANGKOK LINE. A weekly service is provided between Hongkong and Bangkok by five steamers fitted with up-to-date passenger accommodation.

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Vessel.	Due Hongkong.
"GLENSHANE" ...	13th Aug.
"PMBROOKSHIRE" ...	30th Aug.
"GLENLUCE" ...	10th Sept.
"GLENOGLE" ...	20th Sept.

## HOMEWARDS.

Vessel.	Leave Hongkong.
"GLENIFFER" ...	8th Aug.
"GLENARVONSHIRE" ...	14th Aug.
"GLENBEG" ...	30th Aug.

Movements are subject to change without notice.

For freight or further particulars please apply to:-

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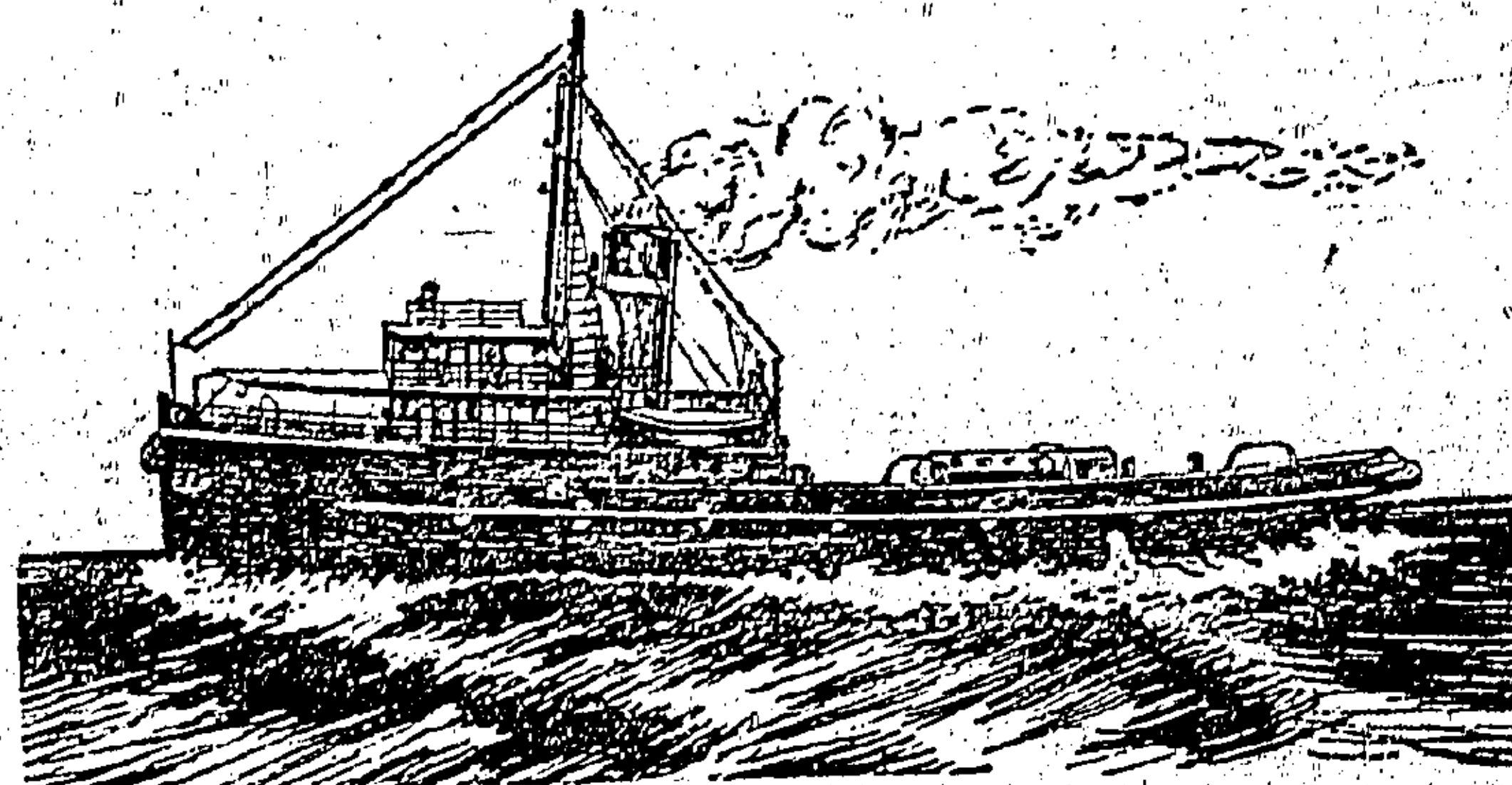
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s.s. "NANYO MARU No. 1" ... on or about 29th Aug.

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s.s. "TAIKWA MARU" ... on or about 31st Aug.

For further particulars, please apply to:-

S. MITARAI

Branch Office, No. 27, Bonham Strand, West.

Tel. Central No. 195.

Top Floor, King's Building.

Tel. Central No. 140.



## SHIPPING NEWS

## ARRIVALS.

August 8th.

*Reims*, French str., 317 tons, Capt. A. Menanteau, from Hoihow, with a general cargo.—Tai Woo & Co.

August 8th.

*Angkor*, French str., 3,786 tons, Capt. J. Desirat, from Shanghai, with a general cargo.—M.M.

*Eastern*, British str., 2,972 tons, Capt. Y. L. Smith, from Sydney, with a general cargo.—Mackinnon, MacKenzie & Co.

*Japan*, Swedish str., 2,229 tons, Capt. E. Norrman, from Gothenburg—and Antwerp, with a general cargo.—The Swedish Trading Co.

*Patroclus*, British str., 6,910 tons, Capt. Geo. T. Clark, from Liverpool, with a general cargo.—B. & S.

*Putung*, Chinese str., 234 tons, Capt. Ho Kam Hi, from Kwang Chow Wan, with a general cargo.—Chung Tung & Co.

*Feizan Maru*, Japanese str., from Canton.

**CLEARANCES**

August 3th  
Nanchang, for Haiphong.

## PASSENGERS

ARRIVALS.

Per P. & O. s.s. *Soudan*, from Shang-hai:—Mr. C. W. Donaldson.

Per s.s. *Eastern*, from Melbourne via Ports, on August 6th:—Mr. C. Muller, Miss D. Rudge, Rev. Fr. Hayes, M. Paul, Marcus, Capt. G. Morse, Miss J. Hall, Mrs. J. Mackay and infant, Brigadier and Mrs. Chard, Mr. A. Brodsky, Mrs. Cohen, Miss H. P. Gage, Mr. O. P. Cohen, Mr. H. H. Giffenckel, Mr. and Mrs. E. John Nelson, Mr. E. Debatoff, Mr. R. de Kat, Mr. C. F. Gordon, Mr. G. T. Shoen, Mrs. Bott, Miss H. E. Smith, Comdr. J. P. Launon, U.S.N., Mrs. E. Bond, Mr. E. H. Gourdeau, Mr. R. Belmonte, Mr. S. de Gusman.

### SHIPPING MOVEMENTS.

The P. & O. Co.'s s.s. *Khetra* left Shanghai for this port on August 4th, at 3 p.m., and is due here to-day, at about 8 a.m.

The B.I. & Apenr line s.s. *Japan* left Singapore for this port on August 4th, p.m., and is due here on August 10th, a.m.

The P. & O. Co.'s s.s. *Dangola* left Singapore for this on August 6th, at 7 a.m., with the outward English mails, and is due here on August 10th, about noon.

The P. & O. Co.'s s.s. *Karnata* left London for China and Japan on August 3rd, at 3 p.m.

The T.K.K. s.s. *Rakuyo Maru* arrived at Yokohama on August 3rd, and sails on August 5th for South America.

**THE DEMOCRATISATION OF  
OCEAN TRAVEL.**

### PASSING OF THE SECOND-CLASS.

The following is from a Melbourne correspondent:—

Is the second-class passenger accommodation on the mail steamers running between Australia and London *via* Colombo doomed? This question is being asked in view of the official announcement of the Orient Co. that only first and third-class will be carried in the *Oriental* and *Comoros*, and that only 500,000 lbs. of oil-burners, *Oranga* and *Orangay*. The Company state that this change of policy will enable the offering of first-class accommodation at lower fares for superior cabins, and a wide choice of accommodation at various rates. Some declare that this change was inevitable, owing (1) to the changes which have occurred in the *via* the route to the north, and especially the accommodation offered in the re-conditioned White Star liners; (2) the advent of the Commonwealth Government Bay liners; (3) the anticipated character of the German ships to be placed, perhaps, next year, on the Australian run *via* Suez which will offer extraordinary fine accommodation in the hope of regaining the large patronage enjoyed prior to July, 1914. Others look upon the matter as a change of policy, brought about by force of circumstances be compelled to follow suit. In the meantime the Commonwealth Line has gone one better by having only one class and recently persons in good circumstances have travelled by the "Bay" boats and speak very highly of them. What is termed, "Democratization of Ocean Travel," is progressing rapidly, though it will not reach Anglo-Indian tastes at first, is another matter.

**"DRY" LINER COMEDY.**

## SMUGGLERS HAVE A MERRY TIME.

Reporting the arrival at Southampton of the White Star liner *Meru*, which was the first ship to leave the United States without a supply of liquor, in accordance with the prohibition law, a London paper says:—

Except for the brandy which was placed under the doctor's seal the vessel left New York without any intoxicating liquor aboard, but the ship had not got very far before there was a transformation.

Wines and liquor of all sorts, including a very large number of bottles of beer, began to make their appearance, and passengers' innocent-looking trunks and hat-boxes were found to be full of the prohibited drink.

The passengers who had expected to be smothered on the homeward voyage, was kept busy making cocktails and other beverages with the smuggled liquor, and some of the first-class cabins were turned into stero rooms.

Some of the passengers had observed the law and not taken anything aboard, but the "smugglers" were generous while the supply lasted.



# CANADIAN PACIFIC

## HOME VIA CANADA

### Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec

	From Hongkong	Due Vancouver		From Ottawa	Due England
Empress Russia	Aug. 9	Aug. 27	Empress France	Aug. 16	Aug. 25
Empress Australasia	Aug. 24	Sept. 12	Empress Scotland	Sept. 1	Sept. 8
Empress Asia	Sept. 6	Sept. 24	Montcalm	Sept. 21	Sept. 28
Empress Canada	Sept. 22	Oct. 8	Empress Scotland	Sept. 29	Oct. 4
Empress Russia	Oct. 4	Oct. 22	Empress France	Oct. 13	Oct. 14
			Empress Scotland	Oct. 27	Nov. 2

Other Atlantic Sailings every few days to Liverpool,  
Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.  
Allotment of Cabins on Atlantic steamers held here and through tickets issued.  
Early reservation necessary.

Three Trans-continental Trains Daily.  
Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary,  
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VIA SHANGHAI, THE INLAND SEA, JAPAN AND HONOLULU.

STEAMERS

TENYO MARU (calling at Manila and Keelung). ... 29.00 tons, Aug. 6th.

KOREA MARU (calling at Manila and Keelung). ... 32.00 tons, Aug. 18th.

SEINYO MARU (calling at Keelung). ... 22.00 tons Aug. 31st.

SHIBERIA MARU (calling at Dairen). ... 22.00 tons, Sept. 16th.

TAIYO MARU (calling at Manila and Keelung). ... 22.00 tons, Sept. 26th.

LEAVE HONGKONG.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND0, AFRICA AND IQUIQUE.

THENCE BY TRANS-ANDZAN ROUTE TO BUENOS AYRES.

LEAVE HONGKONG.

STEAMERS

GINYO MARU ... 16,000 ... September 5th.

ANYO MARU ... 18,700 ... September 30th.

SEIYO MARU ... 14,000 ... December 4th.

BAKUYO MARU ... 18,500 ... January 15th.

TONS

JAPAN-HONGKONG-JAVA SERVICE.

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STEAMER

PERSIA MARU (Keelung, Moji, Kobe & Osaka). ... August 17th.

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about August 9th.

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Y. TSUTSUMI, Manager.

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**"VAN CLOON"**  
will be despatched to  
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8th August, 1923.  
1st Class Fare to Singapore:—\$100  
this vessel offers excellent cabin accommodation for saloon passengers.  
Single and double cabins.  
Wireless Telegraphy.  
For Freight and passage apply to:—  
**"JAVA-CHINA-JAPAN-LYN,"**  
Telephone Central No. 1574. Agents.

# VESSELS EXPECTED.

Albert Vogler (Hugo Stinnes), due Aug. 10th, p.m.

Amboise (M.M.), due August 28th.

Andre Lebon (M.M.), due August 17th.

Empress of Australia, due August 15th.

Khiva (P. & O.), due to-day at 8 a.m.

Mentor (Blue Funnel), due August 31st.

Petrus (Blue Funnel), due August 25th.

Sangala, (B.L.), due August 8th.

Sunland (Bickmers Line), due August 9th.

Varina (B.L.), due August 8th.

Victoria, due August 27th.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 6th.

	Previous Day at 2 p.m.	in Date at 6 a.m.	at 2 p.m.
Barometer	29.43	29.45	29.54
Temperature	81°	77	83
Humidity	81	82	83
Wind Direction	WNW	8	5
Force	8	5	4
Weather	or	or	0
Rain	0.71	0.00	6.15

Highest open-air Temperature on 6th ... 82  
Lowest open-air Temperature on 6th ... 77

# BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Waterlevels in English Feet at 8 A.M.

Place of Observation.	Highest W.L. ever recorded.	Lowest W.L. ever recorded.	1922.	
			W.L. Aug. 3	W.L. Aug. 4
Wuchow, W. River	Feet. 79.80	Feet. -2.43	Feet. 50.3	Feet. —
Koonmoon, W. River	+14.70	-0.80	—	—
Lunkghoon, N. River	+57.00	—	17.5	14.5
Samsah, N. River	+27.25	-5.00	2.32	21.9
Shaklung, E. River	+15.15	-0.98	—	—

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ON SALE.

**HONGKONG HANSARD** REPORTS  
of the MEETINGS of the  
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Session 1921.

Revised by the Members.

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"PRESIDENT CLEVELAND" .....	Aug. 15th.
"PRESIDENT PIERCE" .....	Aug. 29th.

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FIRST CLASS  
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SALT LAKE  
CHICAGO  
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CONNECTING WITH ANY  
DIRECT TRANS-CONTIN-  
ENTAL RAILWAY AND  
ATLANTIC STEAMERS.

VISIT

YOSEMITE  
GRAND CANYON  
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YELLOW STONE PARK  
NIAGARA FALLS.

## HONGKONG—MANILA

"PRESIDENT PIERCE" .....	Aug. 20th
"PRESIDENT WILSON" .....	Sept. 3rd

---

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IYO MARU ... ..	... ..	Saturday, 11th Aug., at 11 a.m.	
SHIDYUOKA MARU ... ..	... ..	Wednesday, 5th Sept., at 11 a.m.	

**MARSEILLES, LONDON & ANTWERP** via Singapore, &c.

HAKONE MARU ... ..	... ..	Tuesday, 21st Aug., at 4 p.m.	
SUWA MARU ... ..	... ..	Thursday, 29th Aug., at 11 a.m.	

**HAMBURG** via LONDON & ROTTERDAM.

MATSUYE MARU ... ..	... ..	First half Sept.	
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**LIVERPOOL** via MARSEILLES & VALENCIA.

DARBAN MARU ... ..	... ..	First half Sept.	
--------------------	--------	------------------	--

**SYDNEY & MELBOURNE** via Manila, &c.

ARI MARU ... ..	... ..	Wednesday, 15th Aug., at 11 a.m.	
TANGO MARU ... ..	... ..	Wednesday, 19th Sept., at 11 a.m.	

**NEW YORK & BOSTON** via PANAMA.

**BUENOS AIRES** via Singapore, Darban & Cape Town.

KANAGAWA MARU ... .. End Oct. or beginning Nov.

**BOMBAY** via Singapore and Colombo.

HAKODATE MARU ... .. Friday, 10th Aug.

**CALCUTTA** via Singapore, Penang & Bangoon.

CALCUTTA MARU ... .. Friday, 10th Aug.

**YAGUASAKI, KULE & YOKOHAMA.**

TANGO MARU ... .. Saturday, 18th Aug., Afternoon

**YAGUASAKI, KULE & YOKOHAMA.**

LIMA MARU ... ..	... ..	Wednesday, 5th Aug.	
LYONS MARU ... ..	... ..	Thursday, 5th Aug.	
MISHIMA MARU ... ..	... ..	Wednesday, 15th Aug.	

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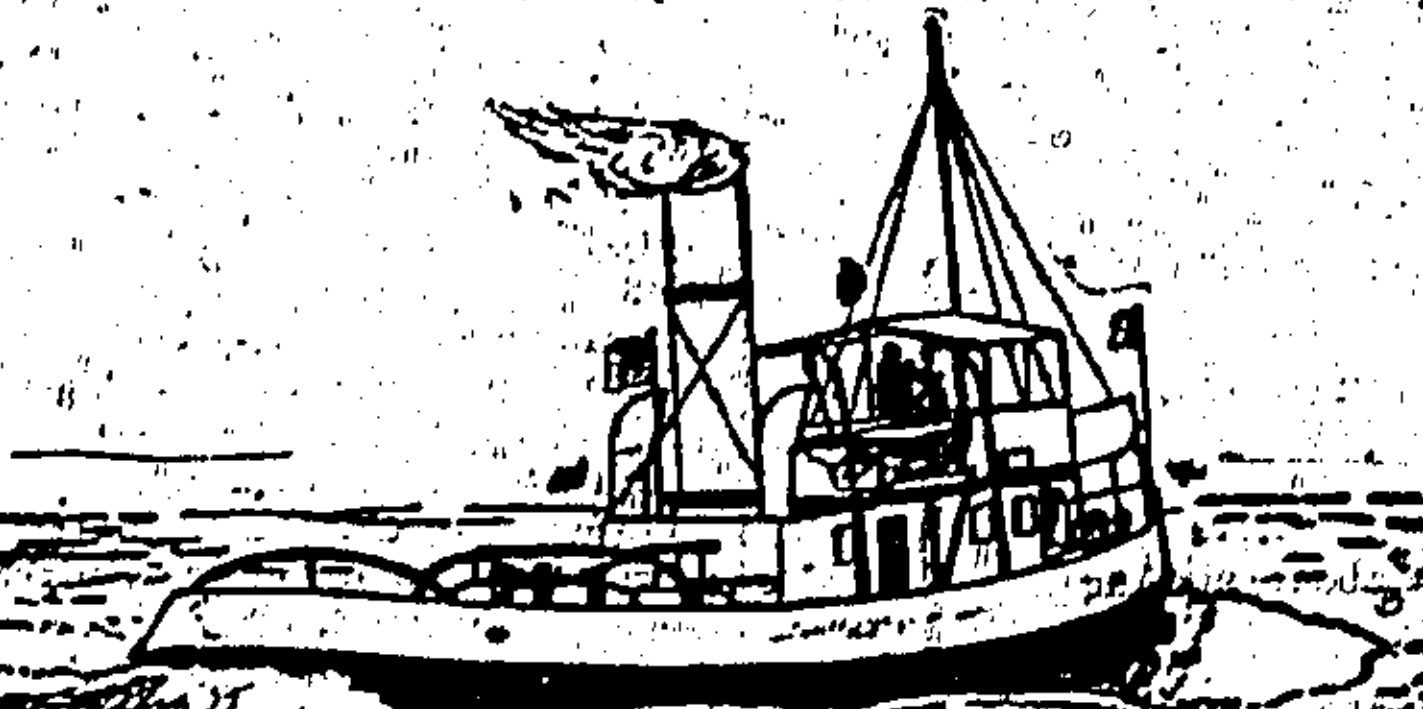


Illustration of a tugboat named "LION" sailing on the water. The boat has a single smokestack with a flame coming out of the top, a single mast, and a cabin. It is moving towards the right, leaving a wake.

OIL-FIRED TUG BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.

Sole Agents: Founders and Constructional Engineers and Repairs

## WEATHER REPORT

August 5th at 14.40.—Warning to Hongkong Coast Forts, &c.—A heavy typhoon within 30 miles of Lat. 23 deg. N. Long. 115 deg. E. moving West.

August 6th at 10.40.—Warning to Hongkong Coast Forts, &c.—Typhoon filling up in Lat. 24 deg. N. Long. 110 deg. E. position uncertain.

August 6th at 23.00.—Local signal No. 3 hoisted.

August 6th at 7.55.—Local signal No. 3 lowered.

August 6th at 10.40.—Pressure has increased considerably in the neighbourhood of Hongkong. It is nearly stationary at the majority of other reporting stations.

The typhoon is filling up to the N.W. of Wuchow.

At 6 a.m. this morning the Guam typhoon was in about Lat. 13 deg. N. and Long. 140 deg. E., moving N.W.

Hongkong rainfall for the 24 hours ending at 6 a.m., 6th August, 6.81 inch. Total since January, Lat. 52.23 inches, against an average of 54.30 inches.

The forecast for the 24 hours ending at noon, 7th Aug., is as follows:—

District	Forecast
Formosa Channel	S.E. winds, moderate.
Hongkong to Gap Rock	S. winds, strong moderating; overcast, occasional rain.
South coast of China between Hongkong and Lamocka	do.
South coast of China between Hongkong and Hainan	do.

## VISITORS AT HOTELS

[illegible]



**ELLERMAN LINE**

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM &amp; CONTINENT SERVICE

## OUTWARDS.

KASAMA ... 3rd Sept. ... Shanghai, Kobe &amp; Yokohama.

## HOMEWARDS.

CITY OF GLASGOW ... 12th Aug. ... 1st Class £22, 2nd Class £18.

## PASSAGE RATES TO LONDON.

"A" Class Steamers ... 1st Class £22, 2nd Class £18.  
 "B" Class Steamers ... 1st Class £24, 2nd Class £20.  
 "C" Class Steamers ... 1st Class £26.

"A" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers but do not carry Doctor or Stewardess.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.  
(Tel. Central 780)

HOLYOAK, MASSEY &amp; CO., LTD., CANTON.

## BOSTON AND NEW YORK

Joint Service of the

## "BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

## Sailings from Hongkong.

CITY OF MADRAS ... via Suez Canal ... 8th August.  
 TATHYBIUS ... via Suez Canal ... 15th August.  
 CITY OF BOSTON ... via Suez Canal ... 24th August.  
 ANTIOCHUS ... via Suez Canal ... 31st Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD &amp; SWIRE, or THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. HOLYOAK, MASSEY &amp; CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.  
SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Hongkong.	Probable Sailings from Hongkong for
CHAMBERLAIN ...	...	20th Aug.
PAUL LECAT ...	...	3rd Sept.
ANDER LEBON ...	13th July	17th Aug.
AMBOISE ...	27th July	1st Oct.
ORDILLERE ...	10th Aug.	15th Oct.
ANGERS ...	24th Aug.	28th Oct.

## RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... 95.00. Od. B CLASS (1st Class) ... 85.00. Od.  
 SYRAMESE (2nd) ... 65.00. Od. SYRAMESE (2nd) ... 55.00. Od.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boat).

C. DORISE loading for BORDEAUX, HAVRE, ANTWERP &amp; DUNKIRK, about 16th August.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740. 3, QUEEN'S BUILDING, HONGKONG.

CONSIGNATION—TRANSIT—REPRESENTATION.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers (having good accommodation for First-Class Passengers, Electric Light and Pass in restaurants, cabins and staterooms).

FOR

## SWATOW, AMOY &amp; FOOCHOW

AND RETURN

(Occupying Office 10 Days)

HAIFONG ... Capt. Ellis Walker ... Tuesday, 7th Aug., at 12 Noon.  
 HAIFONG ... Capt. J. B. Thomson ... Friday, 10th Aug., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Black Pier).

For Freight and Passage apply to—

DOUGLAS LARPAK & CO.,  
(General Managers.)

## JAPAN COAL

## GENERAL IMPORTS &amp; EXPORTS

AGENTS FOR—  
 THE MITSUBISHI MARINE & FIRE INSURANCE CO.  
 THE OSAKA MARINE & FIRE INSURANCE CO.

## MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO

No. 14, PEDDER ST., HONGKONG

P. & O., British India  
Apcar and  
Eastern & Australian  
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES  
 STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES,  
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING  
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,  
 EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S.S.	Year	From Hongkong (about)	Destination
"SOUDAN"	6,696	7th Aug. 4 p.m.	Singapore, Penang, Colombo & Bombay
"KEITH"	9,017	8th Aug. Noon	Singapore, Penang, Colombo & Bombay
"ALFORD"	5,273	20th Aug.	Singapore, Penang, Colombo & Bombay
"KASHMIR"	8,341	22nd Aug.	Singapore, Penang, Colombo & Bombay
"MACEDONIA"	11,089	7th Sept.	Singapore, Penang, Colombo & Bombay
"SICILIA"	6,813	20th Sept.	Singapore, Penang, Colombo & Bombay
"DONGOLA"	8,068	21st Sept.	Singapore, Penang, Colombo & Bombay
"MANTUA"	10,902	6th Oct.	Singapore, Penang, Colombo & Bombay
"SOUDAN"	6,697	17th Oct.	Singapore, Penang, Colombo & Bombay
"KASHMIR"	8,068	19th Oct.	Singapore, Penang, Colombo & Bombay
"MACEDONIA"	7,323	2nd Nov.	Singapore, Penang, Colombo & Bombay
"SICILIA"	8,953	4th Nov.	Singapore, Penang, Colombo & Bombay
"MALWA"	10,941	16th Nov.	Singapore, Penang, Colombo & Bombay

1924.

"MACEDONIA"	11,089	25th Jan.	MARSEILLES & LONDON
"KASHMIR"	8,341	8th Feb.	via Usual Ports of Call
"MOREA"	10,911	22nd Feb.	do.
"KASHMIR"	8,068	7th March	do.
"MACEDONIA"	11,089	21st March	do.
"SICILIA"	6,813	4th April	do.
"MALWA"	10,941	16th April	do.

## BRITISH INDIA - APCAR SAILINGS

"JANUS"	4,824	25th Aug.	Singapore, Penang & Calcutta.
"JAPAN"	6,952	2nd Sept.	do.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"EASTERN"	4,060	1st Sept.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal (San Francisco, etc.)  
 The P. & O. Branch Service of Steamers to London via the Cape  
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal

## SAILING TO SHANGHAI &amp; JAPAN

"JAPAN"	6,092	10th Aug.	Yokohama.
"SANGOLA"	5,141	10th Aug.	Yokohama & Kobe.
"DONGOLA"	8,068	11th Aug. 4 p.m.	Shanghai, Moji, Kobe & Yokohama.
"MANTUA"	10,902	25th Aug.	do.
"SICILIA"	6,813	29th Aug.	Shanghai.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

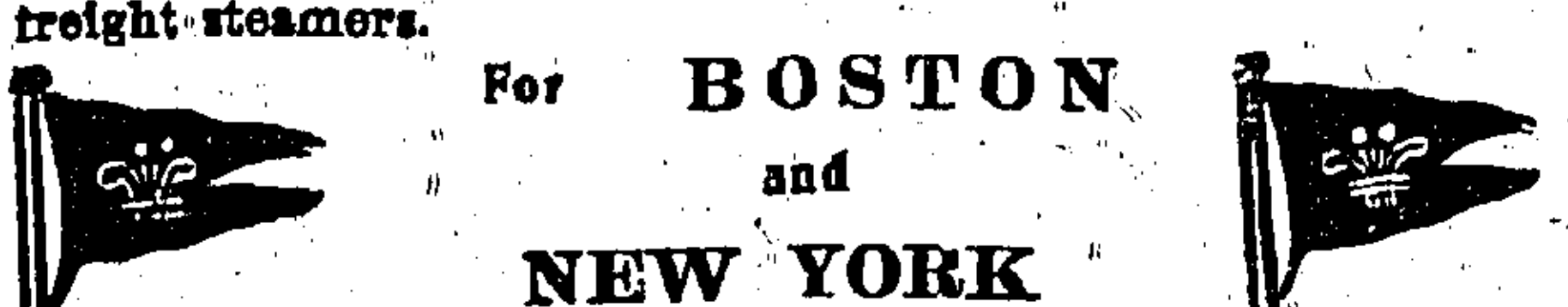
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.  
 First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.  
 Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—  
**MACKINNON, MACKENZIE & CO.,**  
 42, Des Voeux Road, Central, HONGKONG.

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



For BOSTON and NEW YORK

S.S. "MOORISH PRINCE" ... on or about 31st August.

For Freight and full particulars apply to—  
**FURNESS (FAR EAST) LIMITED,**  
 Telephone: Central 8185 (Incorporated in Great Britain)  
 Telegrams (Furness) 86, George's Building

## O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION  
 LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

"LONDON MARU" (Call at Marseilles) ... Tuesday, 4th Sept.  
 RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Suez  
 Singapore, Colombo, Durban and Capetown—Passenger Service.  
 "MEXICOMARU" (Call at Montevideo) ... Friday, 17th Aug.

BOMBAY—fortnightly service via Singapore and Colombo.  
 "SUMATRA MARU" ... Monday, 20th Aug.  
 "ARGUN MARU" ... Tuesday, 4th Sept.

SAIGON, BANGKOK, SINGAPORE & DELI—Regular monthly Passenger Service.  
 "BUSHO MARU" ... Saturday, 1st Sept.

CALCUTTA—Monthly Service via Singapore and Rangoon.  
 "INDO MARU" ... Wednesday, 15th Aug.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.  
 "AFRICA MARU" ... Friday, 17th Aug.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.  
 "ALASKA MARU" ... Beginning of Aug.

JAPAN PORTS—Kobe, Yokohama via Shanghai.  
 "PARIS MARU" ... Thursday, 16th Aug.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.  
 "AMAKUSA MARU" ... Friday, 10th Aug. Noon.  
 TAKAO & KEELUNG & AMOY.  
 "BUSHO MARU" ... Thursday, 16th Aug. 10 a.m.  
 TAKAO & KEELUNG.  
 "BUSHO MARU" ... Thursday, 16th Aug.

For sailing dates and further particulars apply to  
 Tel. Central No. 4990. K. KIKI, Manager.

C. N. C.  
CHINA NAVIGATION CO., LTD.

Ports	Steamer	Date of Departure
AMOY, SHANGHAI & TSINGTAO	"SZECHUEN"	On 7th Aug. 4 p.m.
HUIHOW, FAKHOI & HAIPHONG	"YUNNAN"	On 8th Aug. 4 p.m.
MANILA	"YUNNAN"	On 8th Aug. 4 p.m.
SWATOW & BANGKOK	"KIANGSU"	On 8th Aug. 4 p.m.
AMOY & SHANGHAI	"SOOCHOW"	On 8th Aug. 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 10th Aug. Noon.
SWATOW & SHANGHAI	"SUIYANG"	On 10th Aug. 4 p.m.
SHANGHAI & TSINGTAO	"KANCHOW"	On 11th Aug. 4 p.m.
MANILA	"TAMING"	On 14th Aug. 4 p.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 14th Aug. 4 p.m.
AMOY, SWATOW & SINGAPORE	"KIUNGCHOW"	On 17th Aug. Noon.

Excellent Saloon accommodation amidsthips, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pakow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—  
 BUTTERFIELD & SWIRE  
 Telephone Central 88.  
 Agents: (JOHN SWIRE & SO, Ltd.)  
 CARGO & "AP" CASE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (7-A, Swire & Sons, Ltd.)

## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.  
 SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, & Aus. Ports.
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This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.  
 For freight and passage apply to—  
 BUTTERFIELD & SWIRE  
 Telephone Central No. 88. (JOHN SWIRE & SO, Ltd.) Agent.

## STRUTHERS &amp; BARRY

OPERATING U.S. GOVERNMENT SHIPS.  
 EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO  
FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "West Chopaka" ... Due Hongkong 31st Aug.  
 U.S.S.B. "West Carmona" ... Leave Hongkong 1st Sept.  
 U.S.S.B. "West Carmona" ... Due Hongkong 31st Sept.  
 U.S.S.B. "West Carmona" ... Leave Hongkong 22nd Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

## TO MANILA, CEBU AND ILOILO.

U.S.S.B. "West Chopaka" ... Due Hongkong 11th Aug.  
 U.S.S.B. "West Chopaka" ... Leave Hongkong 12th Aug.

## TO MANILA AND SINGAPORE.

U.S.S.B. "West Chopaka" ... Due Hongkong 18th Aug.  
 U.S.S.B. "West Chopaka" ... Leave Hongkong 21st Aug.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.  
 FOR FULL INFORMATION APPLY TO  
**STRUTHERS AND BARRY.**  
 L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA.  
 1st Floor, Queen's Building, Phone Central No. 3006.  
 K. A. HEYUM, Res. Agent.

## DODWELL &amp; CO., LIMITED

## For BOSTON &amp; NEW YORK via SUEZ

"EGREMONT CASTLE" ... sailing on or about 11th Aug.  
 "BOWES CASTLE" ... sailing on or about 7th Sept.

## LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.  
 FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.  
 REDUCED FARE FROM HONGKONG TO ITALIAN PORTS, E.G.

## FOR SHANGHAI, YOKOHAMA &amp; KOBE

"ROSANDRA" ... sailing on or about 2nd Sept.

## FOR BRINDISI, VENICE &amp; TRIESTE

via SINGAPORE, PENANG & COLOMBO.  
 "DUCHESSA D'AOSTA" ... sailing on or about 7th Aug.  
 "TRIESTE" ... sailing on or about end of Aug.  
 "ROSANDRA" ... sailing on or about end of Sept.

## NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS  
 Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—  
**DODWELL & CO., LIMITED,**  
 Agents.



